

# ALL HANDS

APRIL 1984

- 
- West African  
Training Cruise
  - ADM Burke's  
DesRon 23
- 





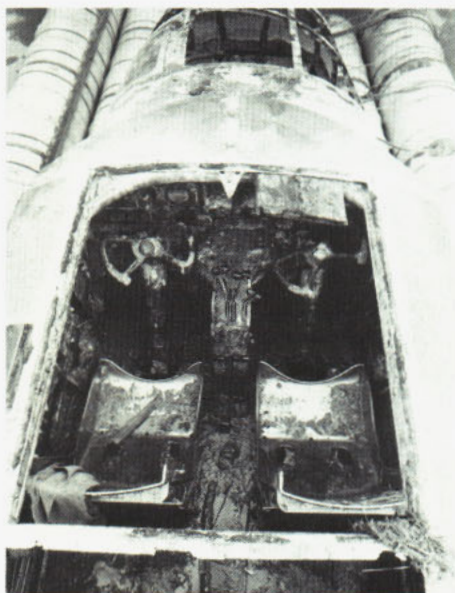


*One hundred and fifteen years of pride and professionalism. Established by the Secretary of the Navy on Apr. 26, 1869, the Good Conduct Medal still signifies all that is good in the Navy's enlisted service. It is recognition for those like YN2 Michelle A. Vachon (above) who are above average in conduct and proficiency. Vachon, her bearing exhibiting pride and professionalism in her Navy profession, receives her Good Conduct Medal from Rear Adm. Charles F. Horne III, Commander Mine Warfare Command, Charleston, S.C. Photo by PH2 Mark D. Ball, CoMineWarCom.*

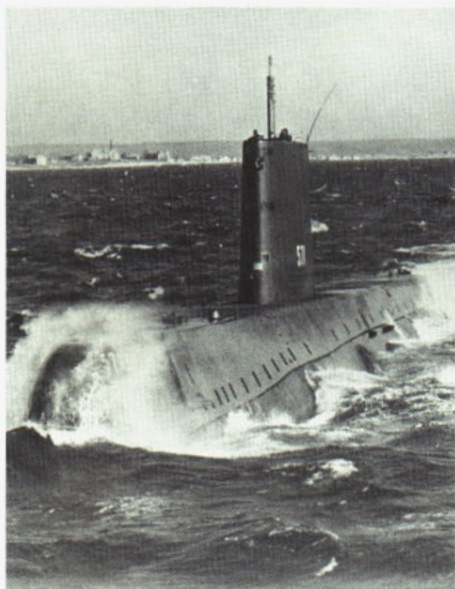




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# ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1984 61st YEAR OF PUBLICATION—NUMBER 806

Chief of Naval Operations: ADM James D. Watkins  
 Chief of Information: COMO Jack A. Garrow  
 CO Navy Internal Relations Act: CAPT John A. Martin  
 Director NIRA Print Media Div: LCDR Keith Maynard

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Front: African-style ferry in Freetown, Sierra Leone. Photo by PH2 Jeffery Salter, FltAVComLant.

Back: Lt. Cmdr. John Burke, USCGR, discusses the fine points of navigation with members of the Togolese navy. Photo by Lt. Mark Rossanom, USS *Jesse L. Brown* (FF 1089).

### NIRA Print Media Division

All Hands Managing Editor: Joanne Dumene.

Associates for art and layout: Richard Hosier and Michael Tuffli.

Staff: Lt. DeAtley H. Cotton, JOC(SW) Fred Klinkenberger Jr., JO1 Dale M. Hewey, JO1 Gary Hopkins, JO1 William Berry, DM1 Debra Aspery, JO2 Russell Coons, JO2(SW) Eddie Foster-Simeon, PH2 Liz Schading, PH2 Perry Thorsvik, DM2 John D'Angelo, Elaine McNeil, Candace Sams.

NIRA Print Media Division also publishes *Direction Magazine*, *Navy Editor Service*, *Wifeline*, *Captain's Call* and *Backgrounder*.

*All Hands* is published from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulation P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St. Alexandria, Va. 22332. Phone (202) 325-0495; Autovon 221-0495; Message: NAVINREACT WASHINGTON DC



# The Fighting, Chasing 23rd

When Captain Arleigh A. Burke stepped aboard his flagship, *Charles Ausburne* (DD 570), in the harbor of Espiritu Santo, New Hebrides, there was no formality. No side-boys mustered and no boatswain's mate piped aboard the new commodore of Destroyer Squadron 23. It was 1943 and the country was at war. Burke had come to the no-frills, fighting Navy.

Shortly after arriving, Burke commented, "I sometimes think the difference between a good officer and a poor one is about 10 seconds." With Burke's battle philosophy and courage, DesRon 23 went on to become one of the most outstanding

destroyer squadrons in the history of the U.S. Navy.

Burke conceived of three principles that were to guide DesRon 23 throughout the period of his leadership:

**Speed:** Move quickly while the other fellow's trying to make up his mind.

**Look for fights:** If you look for them, you'll probably find them.

**Be prepared:** If you're ready for a fight, you should win your share.

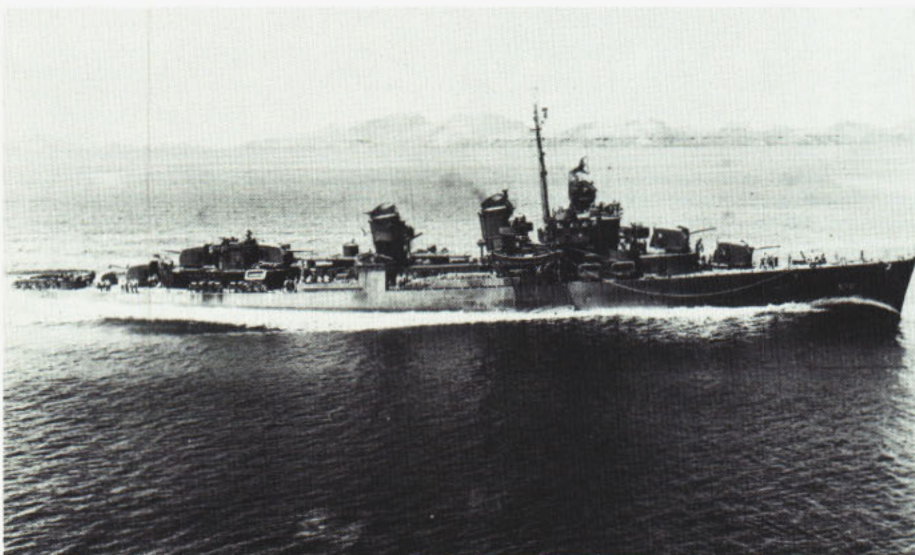
Before taking command of DesRon 23, Burke analyzed a naval battle that had been disastrous for the Americans and formulated a new plan of action that he felt

would bring success in the future. At the heart of the plan was the following maneuver:

**When contact with an enemy force is made, destroyers in the van should initiate a coordinated torpedo attack WITHOUT ORDERS. This last recommendation is the most difficult. The delegation of authority by a task force commander is always hard and where such delegation of authority may result in disastrous consequences if a subordinate command makes an error, it requires more than that which is usually meant by confidence: IT REQUIRES FAITH.**

It was in the Battle of Empress Augusta Bay that Burke was first allowed to use his destroyer strategy to attack enemy ships without direct orders. On the morning of Nov. 2, 1943, Task Force Merrill, com-

*View of the USS Charles Ausburne (DD 570), while a unit of DesRon 23, returning to home base from an operation in the Solomon Islands. During a sortie, Burke was ordered to take DesRon 23 to a certain point in the Pacific at high speed. Not one to leave comrades behind, Burke allowed USS Spence (DD 512), with a fouled boiler, to come along at its best speed: 31 knots. When he reported the estimated time of arrival and speed of his five Fletcher-class ships—capable of 34 knots—to Adm. William "Bull" Halsey, commander of the U.S. Pacific Fleet, the acknowledgment was addressed to "31-knot Burke," and the nickname stuck from that time on.*





posed of eight destroyers and four cruisers, attacked the Japanese assault force sent to dislodge the Marines that had landed on Bougainville Island in the Solomons.

Burke's radar detected the Japanese ships, and he radioed Rear Admiral Merrill that he was heading in. At that moment, the modern destroyer fully exploited its offensive role with a cruiser task force for the first time and marked the fulfillment of Burke's doctrine of faith. After the battle, a badly battered Japanese force turned 180 degrees and limped home. Admiral Merrill sent a message to Burke: "Thanks for a job *better than well done*."

In the Battle of Cape St. George on Nov. 25, 1943, Burke's force of five destroyers met a Japanese force of equal strength and sank three of them without taking a single serious hit. Few other U.S.

naval units equaled their record, and DesRon 23 later became the only destroyer squadron to be awarded the Presidential Unit Citation.

After his last great battle, Burke was ordered to duty as chief of staff to Admiral Marc Mitscher, commander of the Fast Carrier Task Force. His parting message to the squadron left no doubt as to his feelings:

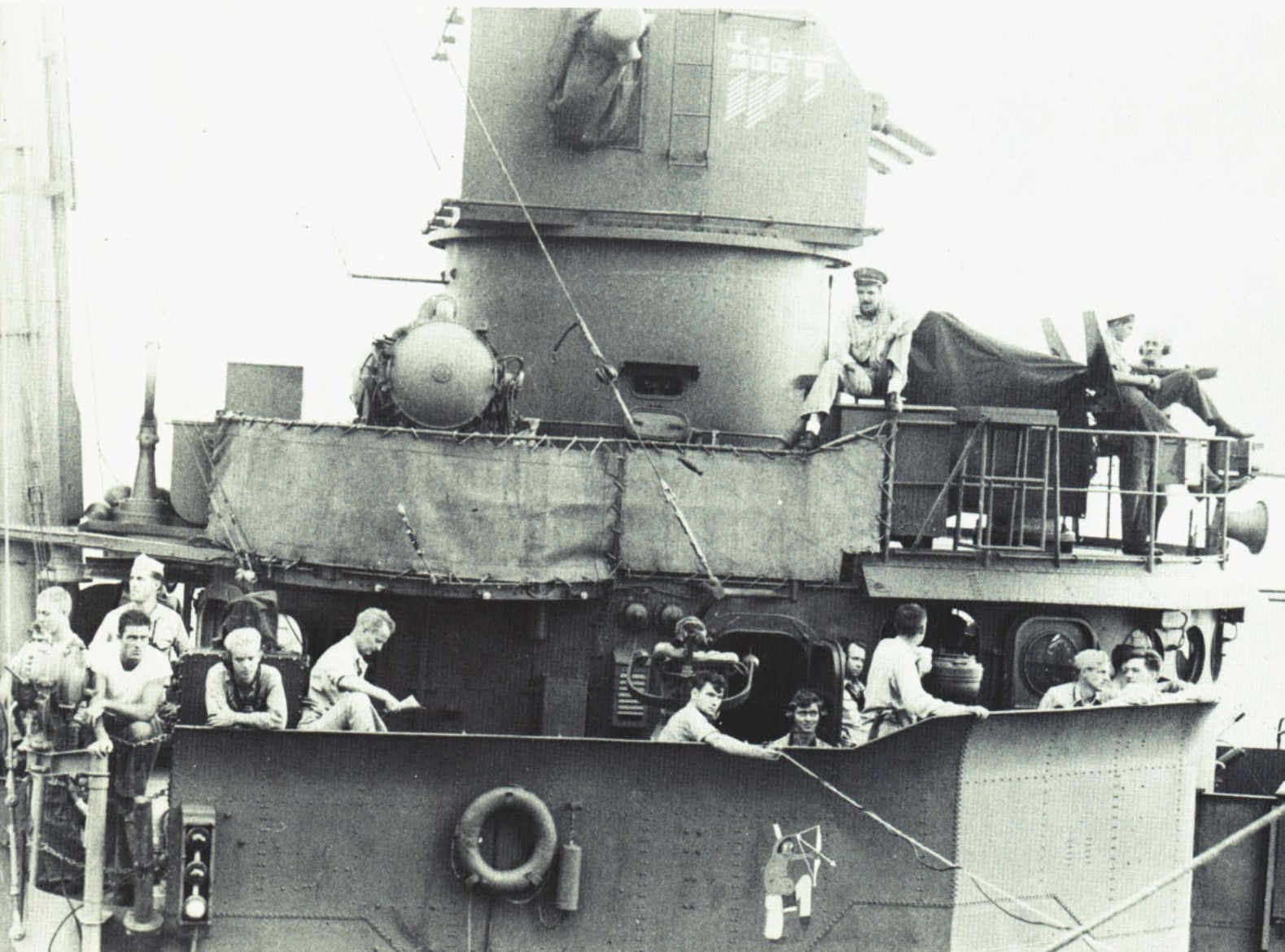
**No squadron in any navy has won more battle honors in less time than the fighting, chasing 23rd. There are no ships which have delivered more devastating blows to the enemy than those of this squadron. Your heroic conduct and magnificent ability will make your families and your country proud of you. May God continue to bless you.**

Burke's departure from *Charles Aus-*

*burne*—unlike his arrival—was more ceremonial. As officers and men lined the rails, Burke took his seat for transfer by highline to the carrier, *Lexington* (CV 16). He turned to Commander Luther Reynolds, captain of *Charles Ausburne*, and said, "I don't want any cheers. Tell the boys, if any of them is ever in Washington where I live, to look me up. Goodbye now—and for God's sake, don't drop me in the drink when you transfer me. . . ."

—By JO1 Dale Hewey

Capt. Arleigh Burke (fifth from left) on the bridge of his flagship, *USS Charles Ausburne* (DD 570), during operations in the Solomon Islands in 1944. Note the "Little Beaver" insignia on the side of the bridge. Burke chose *Little Beaver*—constant Indian companion to 1940s comic strip cowboy Red Ryder—as diminutive mascot for DesRon 23, saying his destroyers were like "Little Beavers for those cruisers" of Task Force 39.





# Together Again After 40 Years

In October 1943, Captain Arleigh A. Burke was appointed commander of Destroyer Squadron 23. In October 1983, the first joint reunion of all the squadron's ships was held in the Navy Memorial Museum at the Washington Navy Yard, Washington, D.C.

Near the piers where several ships of DesRon 23 berthed in October 1945 during postwar victory celebrations, more than

1,000 people—the former officers and crews of DesRon 23 and their families and friends—joined retired Admiral Burke in a memorial service dedicated to their departed shipmates.

During the reunion, two former seamen of Burke's flagship *Charles Ausburne*, Ed David of Casper, Wyo., and John Myers of Boynton, Okla., reminisced about the days when they served together in the No. 1 gun turret.

When asked about Burke, the two men commented on his fairness and popularity with officers and crew. "I think Burke was fair with everyone from seaman on up," said Myers. "To him, rank didn't matter." "That's why," added David, "it's possible after 40 years to have such a large gathering of people in his honor."

"Burke," continued David, "always thought of his men first. He never lost a ship in battle, and we had confidence in him. I don't believe we ever took a serious hit."

"That's right," said Myers. "Once when I and two other sailors were on deck following a battle, we noticed a hole in a cork life raft. We looked further and found a 20mm shell lying inside on the lashings. When we realized the shell was full of high explosive and liable to go off, we tossed it over the side. That was the only mark the enemy ever made that I saw."

David and Myers were both young men when they joined the Navy. David said he had grown up hearing about Hitler's war in Europe, so when the Japanese attacked Pearl Harbor, there was no question in his mind about what he had to do. "I wasn't



*Adm. Arleigh Burke addresses members of DesRon 23 during the squadron's first joint reunion since World War II. His wife, Bobbie, is to his right.*

the only young man to sign up," said David. "People were lined up trying to get in the service. Sometimes during the war, I was scared. But eventually I got over it and felt more confident."

"I felt confident," said Myers, "when Burke came aboard. We had already heard about his great gunfire record. I would rather have Burke as my commander than anybody else."

Although Burke had great skill in battle, he also had luck. "When we were headed home after the Battle of Cape St. George," said David, "we realized the Japanese had about 150 bombers and fighters on an island nearby. They could have attacked, but, for some reason, they didn't. Believe me, when we got back to port, we had one of the best Thanksgivings ever."

—By JO1 Dale Hewey



*Mr. and Mrs. John Myers and Mr. and Mrs. Ed David were among more than 1,000 people who attended the reunion of DesRon 23. Myers and David served together in the No. 1 gun turret aboard USS Charles Ausburne.*



# Interview With Admiral Burke

*Forty years ago, Captain Arleigh A. Burke led Destroyer Squadron 23, nicknamed the "Little Beavers," to impressive victories over the Japanese during the Solomon Islands campaign of World War II. After his distinguished war record, Burke capped off his Navy career by becoming Chief of Naval Operations for six years—longer than any other admiral in history.*

*To learn more about the personality and character of Admiral Burke, All Hands went to his home in Bethesda, Md., to interview the former Chief of Naval Operations.*



"What was it," mused Admiral Burke, "that made the 'Little Beavers' reunion so remarkable? I think it was the first time that I ever have really known what the word 'shipmate' could mean. Those people hadn't seen one another for 40 years—most of them strangers really—but they had an appreciation of each other, and admiration and respect and patience. It was something I hadn't seen in years."

The reunion, whose theme was "A Salute to Admiral Burke," celebrated the World War II exploits of Admiral Burke and Destroyer Squadron 23.

Admiral Burke was appointed Chief of Naval Operations by President Dwight D. Eisenhower for an unprecedented three two-year terms. After retiring from the Navy, Admiral Burke served on the board of directors for many large corporations and public service organizations. For the last 10 years, he has occupied himself with writing projects and speaking engagements. Now 82, he and his wife, Bobbie, have been married for 60 years.

Admiral Burke graduated from the Naval Academy in 1923. But what drove this

*Official portrait of Admiral Arleigh A. Burke during his tour as Chief of Naval Operations. Appointed by President Dwight D. Eisenhower, Burke held the position from August 1955 to August 1961.*



native of Boulder, Colo., toward a naval career?

"I went to school in a one-room schoolhouse. But when a flu epidemic suddenly struck and classes were stopped temporarily, I went to work in the oil fields, earning a man's wage. I decided then I would not go back to high school. While working, I met an old roustabout who said, 'You're a hard-working kid. You do a man's work and you do it well. If you just keep working the way you are, some day you'll earn as much as I do.' I asked him, 'How much do you make?' He answered, 'Fifty cents a day more than you.' I got the point and he added, 'You go back to school and learn something.'

"I went back to talk with some of my teachers, and they asked me what I wanted to do. I said I wanted to go to West Point, but it turned out that I was too young. My congressman had one appointment to the Naval Academy, so I took the competitive examination and scored high enough to get the appointment. I might have liked the Army, but not nearly as much as I liked the Navy."

*One version of the "Little Beaver" insignia showing the Indian companion of Red Ryder. The comic strip, drawn by Burke's fellow Colorado native, Fred Harmon, was popular in the 1940s.*

What did newly commissioned Ensign Burke see in his future?

"Today, the midshipmen ask questions about what they will do 20 or 30 years in the future. That was foreign to me. When I graduated, my big concern was only how to be a good ensign, not whether I was going to make lieutenant commander. I was never concerned whether or not I could handle the duties of a ship's captain. I was only concerned with being a good division officer or whether my gun crew score was high enough. That was enough for me. I never even thought I would be a flag officer. To me, the Navy was a good career, and the important thing was to have the recognition of my peers."

After an impressive Navy career spanning 32 years, Admiral Burke looks back modestly, judging that his success was not due to talent or ambition but to luck.

"It's just unbelievable that I should have



had so very much luck. When I first went aboard ship, I had some tough officers, some rigid officers and some kindhearted officers. But one of the things I remember best is when I was aboard *Arizona* and was assigned to shore patrol. My division officer saw in my face that I didn't like the job, and he told me to sit down. Over a cup of coffee, he asked me, 'Why don't you like the job I assigned you?' I said, 'Sir, I've had a lot of these jobs with no professional training, and I won't learn anything that will be of any value.' So he said to me, 'You realize that if a man likes his job, he does a better job. You also realize that there are a lot of jobs in the Navy that nobody likes. But they must be done and they must be done well. You must learn to like what you must do.'

"I tried his philosophy for a couple of months. Thereafter, whenever I got a job I thought was going to be pretty bad, it would turn out to be pretty good. There was always something about even the worst job that was interesting and helpful."

Even so, Admiral Burke said he understood his limitations. "I learned early that I was not a bright man who could pick things up fast. One day when I was a boy,

## What Makes A Good Petty Officer?

*In the February 1956 issue of All Hands, the Chief of Naval Operations, Admiral Arleigh A. Burke, was asked to draft his definition of a good petty officer. The admiral wrote the following:*

- The good petty officer knows what his uniform, his Navy and his flag stand for. He is a proud member of the best fighting organization in the world—the United States Navy.

- The good petty officer is concerned with his men's individual welfare and their future. He pats them on the back when they're good, and he gives them hell if they need it. That way he makes better men out of good men and he makes progress. He teaches his trade. He encourages. He inspires. He is consistent. He is competitive. His outfit is the best. He assumes responsibility willingly. He gives his men res-

sponsibility. He passes the word. He creates team spirit.

- The good petty officer puts his heart and his soul into his work. He radiates enthusiasm and spark. He knows the Navy. He knows his rate, and he genuinely appreciates what he knows.

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Twenty-seven years later Admiral Burke said, "It's still true, but there is one thing I would add: The good petty officer recognizes that success comes from the efforts of a large number of people, not just one or two. The whole organization has to function well, not just a few members."

*Midshipman Arleigh A. Burke in 1920. Burke claims that he owes his naval career in part to the weather—a severe snowstorm on the day he took his Naval Academy entrance examination. The 1923 graduate said the storm kept many potential test-takers at home, thereby increasing his chances of success.*



I got in a fight in school. When I came home, my mother saw I had been fighting and brought me out to the barn to see my father. He asked me what started it. I told him a boy had called me a blockheaded Swede. After my father showed me how to defend myself, he turned to me and said, 'You know, son, you objected to being called a blockheaded Swede. But that's what you are. You're dumb, and you're going to stay dumb until you yourself change that. Now, you go back and fight that boy again, and after you win, you tell him he was right.'

"That was hard for me to take, but what my father was drilling into me was reality. You face the facts and you don't kid yourself."

During World War II, Admiral Burke—who had learned that even jobs he didn't like could be done well—inspired confidence in his men. They considered him to be an effective leader. How does Admiral Burke define leadership?

"There is one requirement that is absolutely essential: To be a good leader, you must have good followers. And this applies to my experience with Destroyer

Squadron 23. Those people were dedicated to our mission and were eager to do a good job. I drilled them constantly, and they soon realized their skill would make them successful. I felt I could go into a battle with confidence in my men, and they had confidence in me."

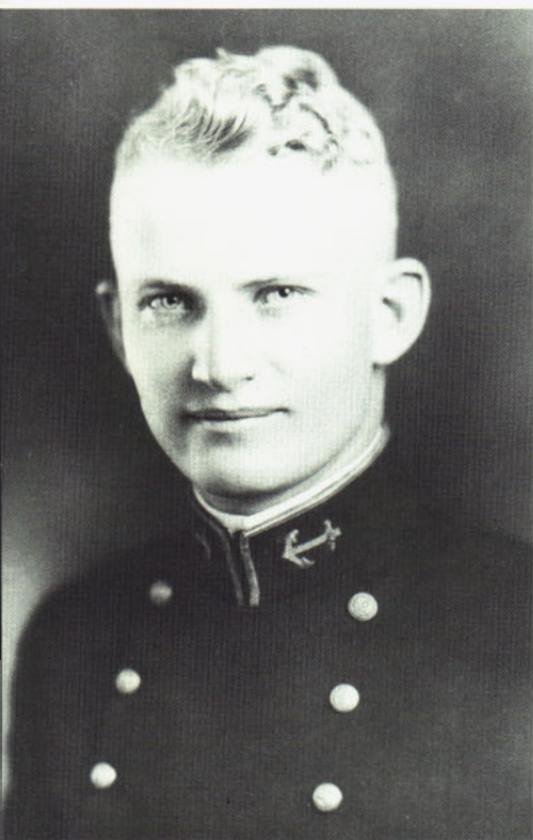
Admiral Burke has a philosophy "that is a book long and changes every day. It's an old-time philosophy—a philosophy of realism. You must always ask the question, 'What is important in life?' And you must try to do some good without expecting too much in return."

How would Admiral Arleigh A. Burke

like to be remembered? "I think that I did my best and even tried to do a little more. But I don't think it's very important that I be remembered. *I do think that the ideas I stood for should be remembered.*

"What is important to the future is our standards—standards of conduct, standards of operation—and if those slip so that there is confusion between competency and incompetency, good will and bad will, or that which is good for society or good for only a small part of society, then I think we will have lost the reason why this nation has been so successful." □

—By JO1 Dale Hewey



**Admiral Arleigh A. Burke** stands next to his exhibit in the Navy Memorial Museum at the Washington Navy Yard. Admiral Burke conceived of and established the museum during his first tour as Chief of Naval Operations. "It seemed that wherever I traveled," said Admiral Burke, "I saw great naval museums. Many of the countries used these museums as high-level meeting places." Because funding was being directed toward new ship construction, the museum was difficult to start. But in 1958, Rear Admiral Ernest M. Eller, director of the naval history division, planned that it would become the central museum for the U.S. Navy. Admiral Burke said, "The plan included loaning exhibits and giving assistance to other maritime museums. Many of the exhibits are just curios that sailors brought from faraway places, or sometimes they are just everyday items we preserved so there would be a record of Navy life to pass on to future generations."

*Photo by JOC Rich Beth, NRRC Region 6, Washington, D.C.*



# Giving It Their Best

Story by JO1 Cheryl May Campbell  
Photos by PH2 Randy G. Hayes and  
PH2 Lon E. Lauber, Navy PA Center,  
San Diego



When Patrick Soto, the youngest son in a family of seven children, left home and entered recruit training, his proud father, Manuel Lopez Soto, could no longer contain his patriotism. Soto believes he may be the only father of Hispanic descent with four sons serving on active duty at the same time in the Navy, so he wrote a letter to the president.

"I felt so strongly when Patrick enlisted, I wanted to express it," Soto said. The two-page letter took Soto nearly two weeks to write. "It made me feel good to put it into words."

He wrote, "It makes me very happy and proud that my sons have chosen to serve their country, a country that once opened its doors to my parents."

Soto's parents, Julian, 90, and Nellie, 89, immigrated to the United States from Zacatecas, Mexico, in 1924. For many years, they both picked fruit in the fields around Fresno, Calif., to support and educate their nine children.

Now Soto wanted to thank his president for "the many opportunities the Navy has made available for a successful future for my four sons. As a father, it eases my

mind to know that my four sons are getting the best training available for building strength of character, a secure future; and as a result, they have many opportunities to grow."

The oldest son, Boatswain's Mate Second Class Julian Soto, 26, joined the Navy six years ago and recently re-enlisted. He served tours on USS *Okinawa* (LPH 3) and USS *Mars* (AFS 1). Currently, Julian is assigned to the Military Police Division at Naval Air Station Point Mugu, Calif.

Aviation Structural Mechanic Second Class Manuel Soto, 25, serves with Fighter-Attack Squadron 125 at Naval Air Station Lemoore, Calif. Manuel's first assignment was aboard USS *America* (CV 66).

The third son to join the Navy, Aviation Boatswain's Mate Airman Angel Soto is assigned to USS *Tarawa* (LHA 1). His recruit training graduation last year was the only one not attended by his family, since it took place at Great Lakes, Ill.

But Patrick's graduation was attended by his father and his mother, Eleanor Dasch. Angel was at sea, but Manuel and



*Three Soto brothers attend Patrick's recruit training graduation (l-r): Patrick, Julian, Manuel and Andrew, a carpenter in Hayward, Calif.*





Julian were there, along with another brother, Andrew, 23.

Manuel didn't try to influence Patrick's decision to enlist. "I told him what it was like. I'm happy with my decision to make the Navy my career, so I guess those feelings came across."

Julian also told Patrick about Navy life, "but I didn't try to talk him into anything. I just answered his questions."

It was Angel writing from the western Pacific to tell Patrick his version of what the Navy's all about that changed his mind. Patrick, 17, enlisted to become a hospital corpsman.

"I didn't want to follow in my brothers' footsteps," Patrick said, "but after I talked to them, I changed my mind. It wasn't anything in particular they told me, just the way they told me. They're dedicated."

Within a month of writing his letter, Mr. Soto received letters of gratitude on behalf of the president and the secretary of the navy, as well as from the chief of naval operations and the congressman representing the district where the Sotos live.

"They thanked me for my letter," Soto said, "and said it's families like mine that make this country great."

"I always told my children—it doesn't matter what race or color you are, you'll make it if you give it your best. The Navy's got my best. I know they're going to make it." □

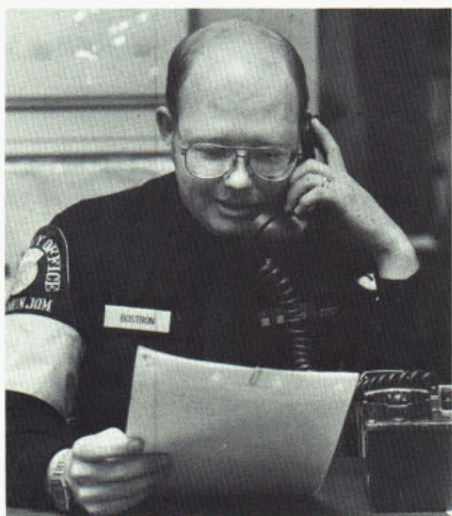


*Clockwise from top left: Patrick, fifth from left, passes in review with his recruit company, as father Manuel and Julian watch from the stands. After the ceremony, Patrick receives a hug from his mother, Eleanor Dasch. Then Manuel Soto congratulates his son as brothers Julian and Manuel wait their turns.*



# Navy Peacekeepers At Panmunjom

By JO1 Glenn Jochum, PARep Seventh Flt, Subic Bay



For many people, news reports from the demilitarized zone between North and South Korea probably conjure up scenes akin to the twilight zone. A lot of people are unsure of what goes on there, but they know better than to check a travel brochure.

The 2½-mile-wide zone is commonly called the DMZ. "Demilitarized" is a somewhat confusing label. It refers to the fact that no military force can lay claim to territory within the area. Yet the area is patrolled by armed soldiers along the entire stretch from the Yellow Sea to the Sea of Japan, and other military people, including two Navy men, are much in evi-

dence. They are Lieutenant Commander John P. Slattery and Yeoman First Class Gary Bostron.

Although Rear Admiral F. Warren Kelley is the senior member of the United Nations Command, Military Armistice Commission, in Seoul, South Korea, it is Slattery and Bostron who work in the joint security area on the military demarcation line at Panmunjom. As the joint duty officer—a slot that has been filled by a naval officer for three decades—Slattery meets with the North Koreans every day at noon except Sundays and holidays.

It's a set routine. Bostron, Slattery's



YN1 Gary Bostron (top) and Lt. Cmdr. John P. Slattery (above) participate in a daily exchange of information with representatives from North Korea (right).







*Clockwise from left: A Republic of Korea guard takes a picture for posterity. Lt. Cmdr. Slattery talks with a Polish member of the Neutral Nations Supervisory Commission. Slattery (left) and YNI Bostron return to the joint security area.*

administrative assistant, prepares the South's report of military personnel arriving in and departing from Korea, as required by paragraph 11 of the armistice agreement. Then the commander, report in hand, and a South Korean interpreter leave the joint duty office and walk next door to the Military Armistice Commission building. There, Slattery's North Korean counterpart waits with his report.

"It is a set fact that our conduct will be the same at all times," Slattery says. "As UN Command representatives we should do nothing to increase tension."

Slattery and Bostron are aware of the vital role they perform in keeping the daily dialogue flowing between the two sides. 1983 marked the 30-year anniversary of the armistice. "The purpose of our existence is to maintain a communications link," Bostron says. "That cannot be maintained unless we are civil."

Unless a violation has occurred, the meeting is over within five minutes. "People ask me how much time I work and I tell them four minutes a day, which adds up to 26 hours a year," Slattery says. "The rest of the time is spent waiting to see if anything develops."

Actually, the remainder of Slattery's day is spent arranging transportation for the delegation of the neutral nations, planning repairs to the JDO building, or reworking the JDO standard operations procedure.



When the officer's day is finished, Bostron takes over the JDO vigil. He must remain overnight at the DMZ in case a message is called in from the UNCMAC secretariat in Seoul, or relayed by his North Korean counterpart within the JSA. Any messages, no matter how serious, must be reported in a calm voice, avoiding any emotion.

Bostron rotates his duties with a U.S. Air Force and a U.S. Army sergeant. The normal duty for each is a 24-hour watch, but if an armistice violation occurs, the paperwork and meetings can extend into



a 48- or 72-hour stretch.

One of the provisions of the armistice agreement created the Neutral Nations Supervisory Commission, made up of four nations that were not combatants in the Korean War. The north selected Poland and Czechoslovakia, while the UNC chose Switzerland and Sweden.

Sometimes Slattery and Bostron stroll over to the Swiss/Swede camp, about 300 yards south of the joint duty office, across a footbridge. There, amid pheasants and European poplars, the tension of the DMZ seems less evident. Swiss Warrant Officer Paul Oberli may invite them in for some of his homemade cake. Oberli—almost unbelievably—is a 23-year veteran of such duty in Panmunjom.

Tension runs high on the DMZ. "Everybody watches everybody up here," Slattery says.

"After two days up here you feel drained," Bostron says. "You can't say why, specifically. There's often little else to do but be the eyes and ears for MAC." □

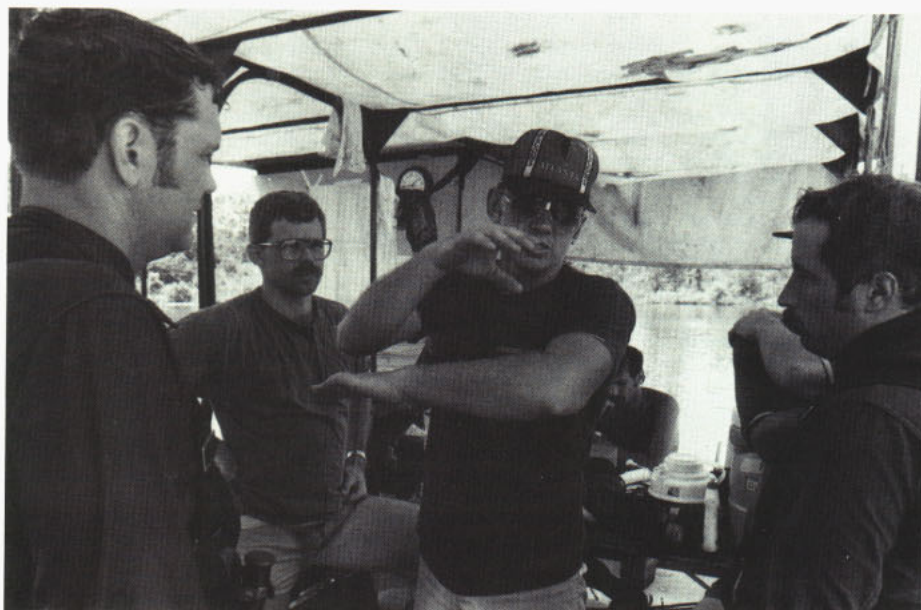


# Reservists Recover B-25

By JOC Rich Beth, NRRC Region 6, Washington, D.C.







*Left: HTCS Mike Putnam (center) explains to EO1 Bruce Wright, HT2 John Cooper and EM2 William Morris the angle the aircraft must maintain during raising to avoid damage. Lower left: A crane lifts the aircraft from its watery grave. Below: Except for sand and silt, the bomber's cockpit is still intact.*

Long forgotten, except by a few who remember the crash, the B-25 *Mitchell* bomber lay hidden for 39 years in the depths of a man-made lake in a South Carolina forest.

The crew of five abandoned the twin-engine plane in 1944 when it sank into the mud and silt of Lake Greenwood. The Army Air Corps listed the plane as expendable and not worth the cost of salvage.

But what seemed like an insurmountable obstacle three decades ago became a challenge to members of a Norfolk-based reserve unit—Mobile Diving and Salvage Unit Two, Detachment 506.

The 28-member unit recently spent two weeks near Greenwood, S.C., pulling the

old bomber—its tanks still filled with fuel—from its watery grave 40 feet below the lake's surface. When the nose of the plane broke the surface, the more than 1,000 residents gathered at the lake broke into applause.

The project, an unusual one for members of the unit, gave the reservists a chance to exercise skills their unit would perform if recalled to active duty. "We needed to do something for our training duty this year, and this looked like an excellent test," said the commanding officer Commander Frank S. Wood.

The bomber, from nearby Conarce Army Airfield (now Greenwood's civilian airport), crashed on D-day—June 6, 1944. Ana Knox recalled watching the plane go down; her husband, who worked in a lake-side restaurant, dashed across the water in a small motorboat to rescue the crew. None of the five crewmen were seriously injured.

Years later, Matt Self, a Greenwood businessman and aviation enthusiast, read an article that said there were no B-25 bombers in the Smithsonian Institution's National Air and Space Museum in Washington, D.C. Self started a chain of events that led to the Naval Reserve and eventually brought members of the unit to the lake in March 1983 for a preliminary survey. Mrs. Knox pointed out where the plane went down in the 17-mile-long lake, and the reservists, with the assistance of Explosive Ordnance Disposal Group Two, then used a side-scan sonar to pinpoint the wreckage's location.

Unit members next made a preliminary dive to survey the wreckage, assess the plane's damage and develop a salvage plan. "Almost every success in a good salvage job is a product of how well the logistics are planned," said Wood.

The salvage operation, set for early August, took eight days. The reservists put in 16- to 18-hour days at the lake. They





# Reservists Recover B-25

borrowed four barges from local companies to serve as salvage and diving platforms.

Three days were spent building hoists and equipping barges with the gear needed to pull the 21,000-pound, 52-foot-plane from its muddy resting place, 150 yards from the shoreline.

Before the aircraft could be lifted, about 2 feet of mud and silt had to be removed from the interior of the fuselage. Inner tubes were inserted and filled with air to make the aircraft more buoyant.

Diving officer Lieutenant Commander Clyde Y. Shiraki said that the aircraft had to be brought up slowly to avoid breakage. Initial surveys showed that the B-25 was a "C" model with a wing span of 67 feet. "The port engine is gone and the bottom skin is torn up but, otherwise, the aircraft appears to be in good condition," said Shiraki after a dive to the wreckage.

Divers used Mark I masks and air supplied from the surface for safety and better control. "With this set-up we can have voice communications and a safety line on the diver," said Senior Chief Hull Maintenance Technician Mike Putnam, the senior enlisted diver on the project. "With the Mark I we know more of what's going on down there."

The plane was raised to within 5 feet of the surface and then towed four miles to a lift-out site by South Carolina Wildlife and Marine Resources Department boats.

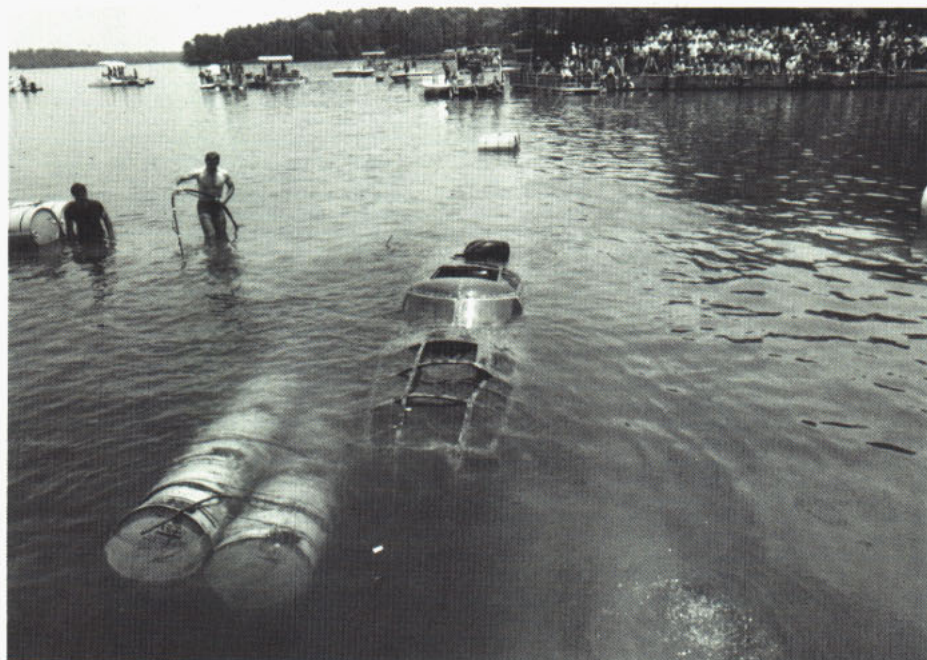
At that point, the divers attached floatation devices made of 55-gallon drums. The drums were flooded with water, sunk and attached under the wings. Large sets of 30 drums were placed on either side of the fuselage between the engine and the fuselage, and small sets of six drums were placed outside the engine mounts. Then divers systematically pumped air into them, forcing the water out, bringing the plane slowly to the surface.

After the plane broke the surface, more mud was washed out of the fuselage and wings with a high pressure hose. The plane's fuel cells had to be pumped out to lighten the aircraft and avoid damage when it was lifted to shore.

"The salvage job went exceedingly well," said Wood. "The training was super—reservists rarely get to work on an aircraft salvage." □







*Upper left: Lt. Cmdr. Clyde Y. Shiraki maintains the dive log while an enlisted diver keeps voice communication with the divers. Top center: EM2 Frank Luetiger helps EO1 Bruce Wright into a Mark I diving mask. It was this kind of teamwork plus careful planning that spelled success in the B-25 salvage job.*



# Corpsmen Memorial

## '...their valor was so common'

By PH2 Shayna Brennan, FltAVComPac

Forty years ago on battle-torn Iwo Jima, a young Marine watched a scene he never forgot.

"It was on the third day of my first encounter with combat," Raul Avina recalled. "We were getting mortared every

two to three seconds. I was wounded, so I waited." As Avina rolled onto his back, he could see a Marine climbing up the hill.

"I'm not sure," he continued, "but I think he was going after an enemy ob-

server directing the mortar. They shot him. Just then three corpsmen ran up after him and took him to a safer area.

"They were magnificent."

That scene has remained with Avina ever since. "I know if it weren't for their cour-







*Sculptor Raul Avina (below) autographs a program following ceremonies dedicating his sculpture honoring Navy hospital corpsmen. Hundreds of corpsmen attended the dedication at Camp Pendleton, Calif.*

age, I wouldn't be here today," he said.

On the 85th birthday of Navy corpsmen (including today's dental technicians), Avina unveiled his personal thanks at the Naval Hospital, Camp Pendleton, Calif.—a sculpture recreating that combat scene on Iwo Jima many years ago.

Avina, like thousands of Marines, fought in combat alongside corpsmen. Always present and ready to risk their lives to save others, corpsmen have been awarded 21 Medals of Honor. But until now, it is believed no memorial had been dedicated to them.

As one retired Marine wrote to a California newspaper editor, "I can only assume that they (corpsmen) have not been especially honored because their valor was so common."

Nearly 40 years after he lay wounded at Iwo Jima, 72-year-old retiree Avina proposed to Captain Louis U. Pulicicchio, the hospital's commanding officer, the idea of sculpting a monument. "He told me about his wish to create a memorial and I thought it was a great idea," Pulicicchio said.

With the commanding officer's encouragement and help from hospital employees, Avina began his task.

"I never did this (sculpting) before,"



he said. Avina's avocation is painting and sketching. As a Red Cross volunteer for the hospital, he illustrates pamphlets and programs for hospital activities. Many of his paintings are also displayed on the hospital's walls. He began this new venture by making models of the future monument.

Uncertain about his ability to complete the monument, Avina was encouraged by the confidence of friends and hospital employees. Neighbors often stayed with him in his garage as he would sculpt larger-than-life size figures in moldable concrete. "They were my moral support," he

said. "Sometimes, I would wake up in the middle of the night thinking about a problem I had molding an arm or a shoulder. It was always on my mind."

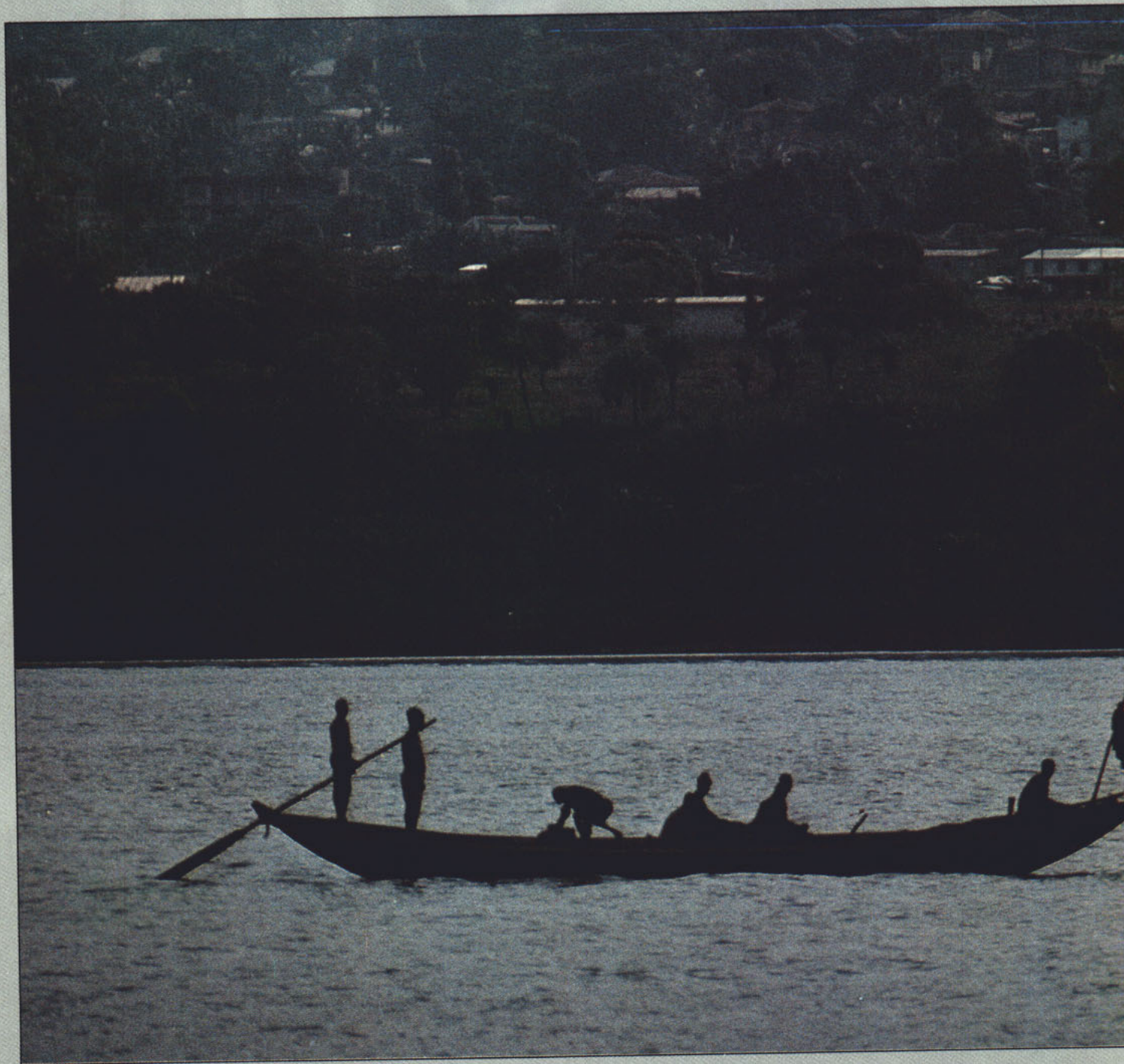
He thought again of those heroic corpsmen. "As Marines we were trained as warriors; we sometimes took the job of the corpsmen for granted," Avina said. "But I know I owe my life to them."

Marines, sailors, families and friends watched the recent dedication ceremony. They also witnessed the completion of one man's dream. "I feel like I've finally been able to say thank you." □



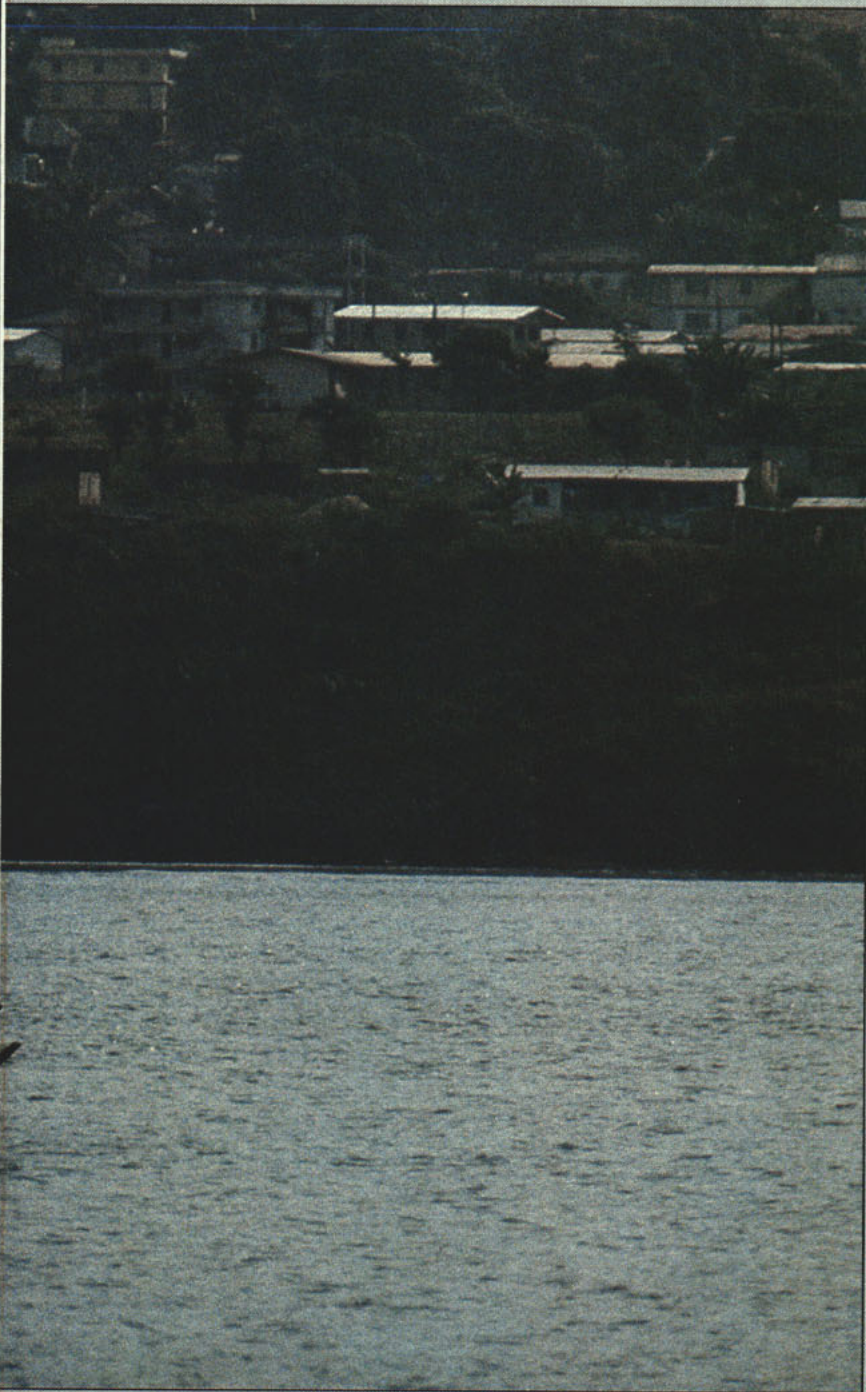
# Creating

Story by Lt. Cmdr. Gene Okamoto, PA Center, Norfolk, Va.  
Photos by PH2 Jeffery A. Salter, FltAVComLant.





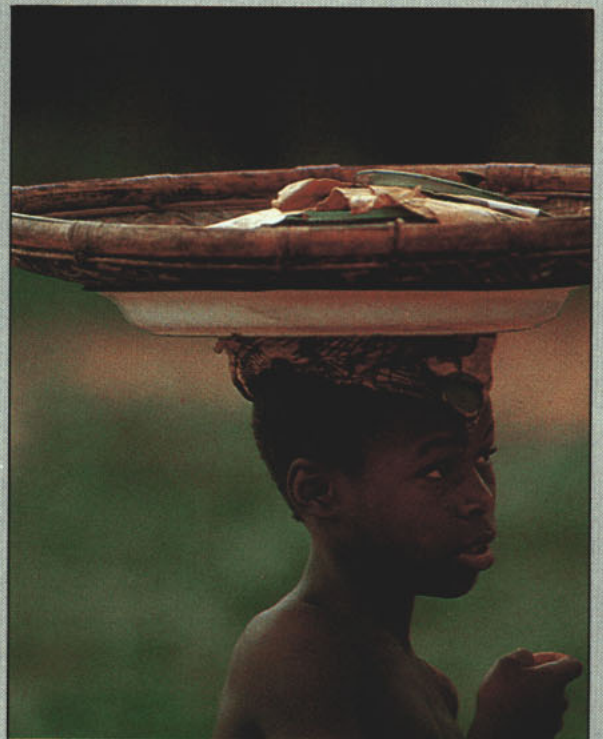
# A Strong Bond



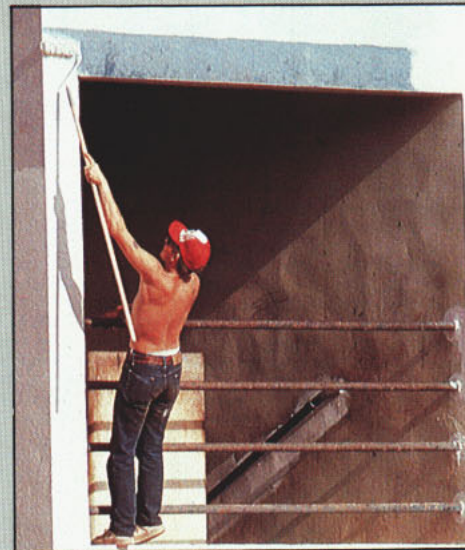
It was November in Gabon, west central Africa. Bright shafts of sunlight squeezed through heavy clouds to light up more than 100 sailors manning the rail of USS *Conolly* (DD 979) as the ship glided into Port Gentil. At the same time, USS *Spiegel Grove* (LSD 32) wound its way up the Congo River to Matadi, Zaire, and USS *Jesse L. Brown* (FF 1089) steamed toward Lome, Togo. The three ships—Task Force 138—were participating in the West African Training Cruise 1983.

A week earlier, the ships had sailed from Brazil after completing UNITAS XXIV/83 training exercises in South America. Under the command of Rear Admiral Clinton W. Taylor, Commander, South Atlantic Force, the task force was conducting joint naval and coast guard training with military

*The magic of Africa is found in its cities and people: (left) Freetown, Sierra Leone; (below) a young African merchant in Lome, Togo.*

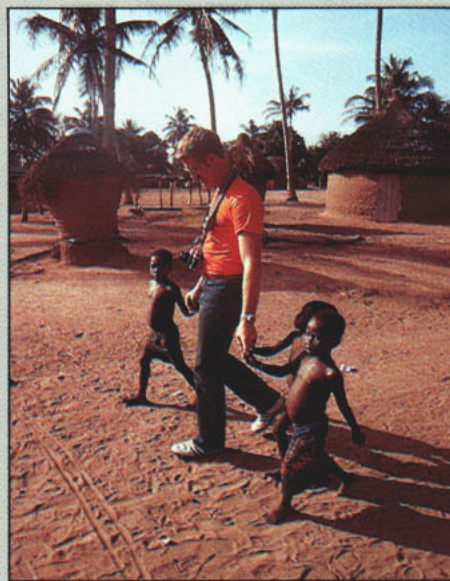
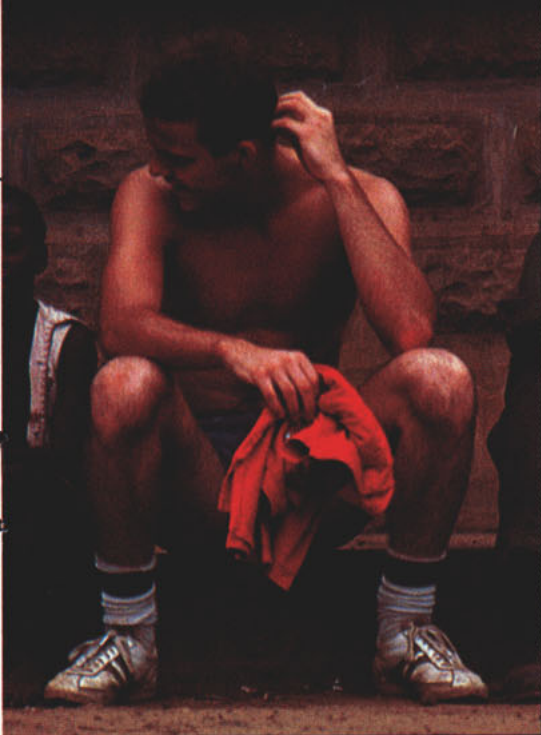






A big part of the West African Training Cruise is helping communities through contributions of American goods and know-how. Above: A sailor from USS Jesse L. Brown (FF 1089) helps put a new roof on a school in Freetown, Sierra Leone. Top, right and opposite: Sir Dawda Elementary School in Banjul, Gambia, gets repairs and a new coat of paint. To show their appreciation, the children dress in their best uniforms, help move furniture, and pose with a crew member from USS Jesse L. Brown.





Far left: A sailor helping to build a school in Freetown, Sierra Leone, takes time out to talk with some African schoolchildren. Left: BT2 Paul Martin, a member of the American soccer team, gets a tour in Rodekpe village, Togo.



personnel from 14 West African countries. U.S. Navy men also helped with community relations projects and distributed Project Handclasp materials during the month-long cruise.

Admiral Taylor said, "Ships of the U.S. Navy have visited West Africa under the auspices of the West African Training Cruise since 1978 to foster friendship and to develop lasting relations we can build on each year."

Several countries were visited during the cruise: Gabon, Nigeria, Ivory Coast, Liberia, Senegal, Zaire, Guinea and the Cape Verde Islands. "We would have liked to visit more countries and met more people," said Admiral Taylor, "but it was too difficult to try to cover more countries during one deployment."

Task Force 138 also included a U.S. Coast Guard detachment and a U.S. Marine Corps reinforced rifle company embarked in *Spiegel Grove*. In each of the ships, a Coast Guard officer conducted classes on subjects of interest to West African countries with coast guard organizations. Lieutenant Junior Grade Doyle Raines, a U.S. Coast Guard officer assigned to *Conolly*, said, "The interest in our classes was very positive. Most West African countries have similar problems of illegal fishing, smuggling of contraband and instances of piracy. Our discussions were mutually beneficial." Admiral Taylor added, "I was very much impressed with the professionalism and knowledge of the officers and men of the foreign coast guards and navies we worked with."

Several West African naval and coast guard officers participated in the "Ship-rider" program where they embarked for up to four days and were introduced to various underway evolutions. A Nigerian naval officer said, "It was interesting to learn about a modern destroyer weapons system and gas turbine engines such as the one in *Conolly*. But even more important was the camaraderie gained between members of our navies."



# UNITAS/WATC

During the cruise, the crew of *Jesse L. Brown* found a school house in Banjul, Gambia, that was made of four walls and a floor—but no roof. Forty sailors over a three-day working period volunteered and, using materials donated by the Peace Corps, constructed a roof.

Probably one of the most exciting community relations projects took place when *Jesse L. Brown's* soccer team traveled 200 miles inland to Lama-Kara, the second largest city in Togo. There, after playing a soccer match against the Lama-Kara military team, the sailors painted a 20-by-12-foot building, inside and out.

"It was a unique learning experience," said Photographer's Mate Second Class Jeffery Salter, who accompanied the team. "To get to Lama-Kara, we had to take a seven-hour bus trip over dirt roads and rolling hills. We passed through African villages and saw typical African village lifestyle, such as women wrapped in colorful dresses, carrying bundles of firewood or vases of water balanced on their heads."

Lama-Kara's local team won the match, 5-2, before more than 500 enthusiastic fans. Following the game, *Jesse L. Brown* players passed out small American flags and "Go Navy" stickers.

On behalf of Project Handclasp, U.S. Ambassador to Togo, Howard K. Walk-

*Below: A cultural show in Monrovia, Liberia. Photo by PH3 Roger Fazer, FltAVComLant. Bottom: Lt. Cmdr. John Burke, USCGR, and members of the Togolese navy. Right: Rear Adm. Clinton W. Taylor, USComSoLant, with the Senegalese Women's Association in Dakar, Senegal. Photo by PH3 Roger Fazer.*







*Left: The Jesse L. Brown soccer team meets the military soccer team from Lama-Kara, Togo—and loses. Top: Cmdr. Harlan W. Woodward, Air Operations Officer, USCom-SoLant, and members of the Dominicans in charge of YABA Community Center in Lagos, Nigeria, during distribution of Project Hand-clasp items. Above: Two sailors get to know one another.*



er, and Commander David W. Vail, commanding officer of *Jesse L. Brown*, made a presentation to Togo cabinet minister for social affairs, Mr. Sewovi. The donation included such varied articles as food, seeds, school books and supplies, medical supplies and a complete sewing workshop.

*Jesse L. Brown* sailors also devoted two days to painting the badly weathered buildings of the Abraham Lincoln

Orphanage and the Agounyve Primary School. Local press attended with coverage appearing in Togo's *La Nouvelle Marche*. After the jobs were completed, more than 500 Togolese children were treated to a party hosted by the crew. Food, drinks and toys were provided, and the directors of both schools personally expressed their gratitude to the ship.

A larger community relations project

was completed in Zaire by volunteers from the crew of *Spiegel Grove* and the embarked Marine Corps rifle company. Seventy-five men painted an entire school as well as doing electrical wiring and repairing ceilings and a roof in the community hospital.

Several *Conolly* crew members volunteered liberty hours to paint orphanages in Lagos, Nigeria, and a YMCA building in Monrovia, Liberia. Lieutenant

## Electronics And Spanish

Two ingredients started it all: electronics and Spanish. Commander South Atlantic Force, U.S. Atlantic Fleet had put out the word for an electronics technician who spoke fluent Spanish. Duty would be with UNITAS XXIV.

Enter Electronics Technician Second Class Alberto J. Rivera stationed with a communications detachment in Sigonella, Italy. "I had never been to South America," Rivera said. "I felt that by participating in UNITAS, I could use my Spanish again and meet new friends."

And meet them he did. "I now have a book full of names and addresses of sailors and their families from Venezuela, Colombia, Ecuador, Peru, Chile, Uruguay and Brazil."

Assigned to USS *Conolly* (DD 979), Rivera rode eight different ships from as many countries in five months of training in South American waters.

"My primary job was to help maintain the communications equipment aboard the South American navy ships," he said. "I also served as translator when they needed one."

Rivera spent 70 days at sea aboard ships with names such as *Soublette*, *Boyaca* and *Esmeralda*.

"The ships were just immaculate," he said. "They swept the decks three or

four times a day." Operating procedures aboard navy ships are pretty much standard, so Rivera did not have problems adjusting to life aboard navy ships from South American countries. "They had similar daily work routines, from reveille to taps. The food, though, is different—Spanish dishes mostly, which made me feel right at home." The Brazilian national dish, feijoada, was standard fare on the aircraft carrier *Minas Gerais*. "It consisted of meat, smoked sausage, pork and black beans in a

stew, served on white rice with sliced oranges on the side. It was delicious."

Rivera was often questioned by his counterparts about what it was like to be in the U.S. Navy and what it is like in the United States. He said he asked the same questions of them.

"Each country has slight differences in culture, but sailors are sailors. They're proud to serve their country and proud to be in the navy."

Would he do it again? "In a minute. It was a fantastic experience."



ET2 Alberto Rivera used his professional knowledge as well as his ability to speak Spanish during UNITAS XXIV.



Junior Grade Peter Rabang, *Conolly's* community relations officer, said, "We also painted the interior and exterior of a Senegalese civic organization in Dakar."

Machinist's Mate Third Class Kenneth Moore, a crew member of *Jesse L. Brown*, said, "I wanted to meet the people of the countries we visited and by participating in community relations projects, I had that opportunity. I think we left a positive impression about the United States to people of all the West African countries we visited."

During the cruise, Task Force 138 distributed 55 tons of Project Handclasp donations to needy organizations. In Monrovia, the Mary Ann Cheeseman School of Home Economics was given a sewing machine workshop. A children's home in Libreville, Gabon, was given educational tools and medical supplies. *Spiegel Grove* delivered thousands of pounds of food, medical supplies and vegetable seeds to schools, orphanages and communities. According to Corporal Paul Younghaus, people were yelling, "American, American" as the Marines distributed Project Handclasp materials.

Perhaps the most touching scene was in Matadi at a home for the aged. The elderly director, realizing her home was being presented with food, made the sign of the cross and gripped tightly the hands of each presenter. "No words were spoken, but no words were necessary," said Younghaus.

The 15-member U.S. Navy show band from Norfolk, Va., accompanied the ships and played before almost a quarter million people. When not aboard *Conolly*, the band was transported by Navy C-118 aircraft to remote regions in West Africa. Chief Musician Mark Hammond said, "We performed 30 concerts in West Africa, and I felt the audiences were lively and receptive."

"The most important aspect during a West African Training Cruise," said Admiral Taylor, "is to establish lasting friendships with the people we meet. We hope these relationships will grow in the years ahead and create a strong bond between the nations of West Africa and the United States." □

# UNITAS XXIV

By Cpl. Paul Younghaus, USMC

Conceived 24 years ago as a naval cruise to foster military proficiency and friendship between the United States and Latin America, UNITAS exercises continue to promote cross-training and camaraderie. In UNITAS XXIV, 168 Marines and five Navy corpsmen, embarked aboard USS *Spiegel Grove* (LSD 32), part of Task Force 138, recently completed their training with seven foreign nations.

UNITAS, an acronym for United American States, combines naval and amphibious training with operations ashore. Major Ronald Spratt, Marine detachment commander, said, "Our mission is to develop combat skills and promote understanding and mutual respect."

Training for the Marines began early—as soon as the handpicked group was formed. They were assigned from units throughout the 2nd Marine Division and the 2nd Force Service Support Group, Camp Lejeune, N.C. In the eight weeks before deployment, the detachment had to build a cohesive unit—

the Marines had to be ready to train militarily, perform ceremonially and function socially in the countries they would visit. Weapons and field training; 30-mile marches; hours of soccer, softball, volleyball, basketball, boxing, and track and field; as well as a large number of ceremonies and Spanish lessons readied the Marines for the task ahead.

Few of the countries visited by Task Force 138 have amphibious capabilities. But UNITAS XXIV gave them the opportunity to practice amphibious warfare and also introduced the Marines to parts of the world that few North Americans ever see.

"It is important," said Spratt, "that these countries work and relate with our Marines on the squad and platoon level. They work with us during two or three days of intense training, and an intangible benefit of respect is built up between these men."

*A platoon of UNITAS Marines leaves a landing craft to wade through waist-deep water to a beach near Covenas, Colombia. Photo by Cpl. Paul Younghaus.*





# MSC's Tanker Fleet

An unusual fleet of cargo ships supports Department of Defense activities worldwide. Most are big and gray and could easily be mistaken for U.S. Navy ships, but they do not have Navy personnel aboard. They travel the globe but have no home ports. They are the Military Sealift Command's tanker fleet—engaged in point-to-point fuel transfer for the U.S. military.

At any given time, MSC tankers can be found operating from Mexico to the Persian Gulf, Singapore to Guam, or from

Japan to Diego Garcia. Their cargo is clean fuel (jet and diesel) for the armed forces and crude oil for the Department of Energy's Strategic Petroleum Reserve.

Operations are controlled at MSC headquarters in Washington, D.C., where Lieutenant Commander Charlene Bary heads the tanker operations branch of the tanker division. She is responsible for meeting tanker requirements established by the Defense Fuels Supply Center, Cameron Station, Alexandria, Va.

There are 18 large and three small USNS

(government owned) tankers sailing today. In addition, MSC contracts out to commercial lines for time-chartered vessels, usually for a five-year period. There are currently eight time-chartered tankers on line. If MSC receives an urgent requirement for fuel and ships are not available, MSC can spot charter on a one-time basis with a civilian company to make the pickup and delivery.

The tanker fleet is different from regular Navy vessels in a number of ways. Union mariners and civilian employees of the





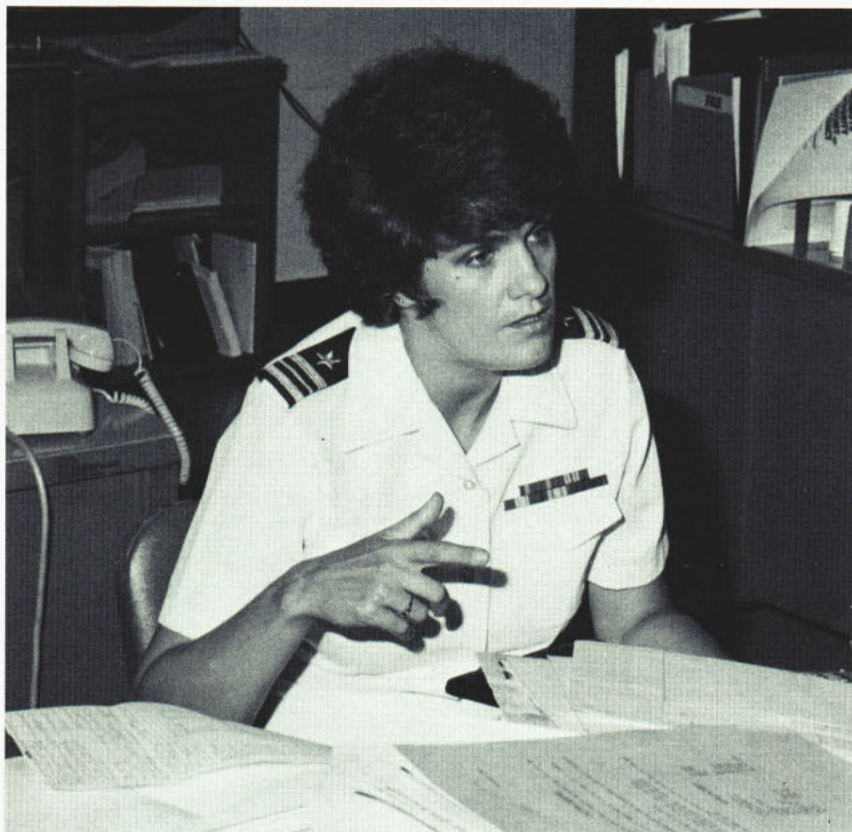
Navy man the ships that steam year-round. Instead of making a deployment and returning home like regular Navy ships, the tankers continually travel from one point to another as directed by MSC. Their movements are tracked by MSC headquarters on a large status board showing their location and mission. In this manner, tankers can be all around the world instead of being limited to one particular operating area.

MSC tankers also can perform limited underway replenishment operations, and their lifts are vital to military logistic support. When a tanker unloads cargo in a port, Navy oilers and supply ships onload the petroleum products for further transfer to fleet units. Last year, MSC's tanker fleet hauled more than 11 million long tons of fuel.

—By JO2 Russell Coons



# Ops Officer Bary



Heading up MSC's tanker operations branch is Lieutenant Commander Charlene Bary, the first woman to hold the position. She recently was operations officer of the 13-ship Near Term Prepositioning Force.

Previous tours included port services duty at Charleston Naval Station and six months in Diego Garcia where she lived aboard USNS *Jupiter* (T-AKR 11) and then USNS *Mercury* (T-AKR 10), two of the NTPF's roll-on/roll-off ships.

"The tempo of operations increased while I was in Diego Garcia from 20 ship movements a month to 180," Bary said. Then she added, "I loved Diego Garcia because it gave me a chance to be at sea, to learn about scheduling and what goes into managing a large fleet of ships. I even learned to drive a tug. I stood watches as an officer in tactical control and learned about maneuvers at

sea. Everybody helped me along and gave me challenging assignments."

It was just this kind of experience that led to Bary's selection in December 1981 as operations officer for NTPF. And it was the same kind of experience that led to her selection as head of MSC's tanker operations branch where she is responsible for 40 tankers sailing worldwide.

As ops officer, Bary assigns petroleum requirements to available tankers, schedules the petroleum lifts, arranges for diplomatic clearances and provides tankers for special missions.

"The career pattern in MSC is simply outstanding," Bary said. "The major advantages of MSC for a woman are its leadership and subspecialty tours combined."

—By Martin Gershen, MSC



# Falcon Champion

The *Falcon Champion*, built by Maine's Bath Iron Works Corp., was launched Sept. 10 as the last commercial ship to be built under the Maritime Administration's Construction Differential Subsidy. The CDS program was designed to make American commercial ship construction competitive with foreign yards.

The 666-foot, 34,500-ton petroleum carrier and its sister ship *Falcon Leader*, launched earlier by BIW, will be leased to the Military Sealift Command as part of its clean fuel tanker fleet.

According to BIW President William E. Haggett, "The launching of the *Falcon Champion* is certainly timely in that it focuses attention on a major maritime issue of concern. . . . The evidence is clear that the U.S. merchant fleet has dwindled at an alarming rate in recent years. More and more vital U.S. goods are being shipped in foreign-built and foreign-operated ships."

Principal speaker at the launching, Vice Admiral William H. Rowden, Commander, Military Sealift Command, emphasized the need for U.S. flag merchant ships and tankers: "We need every U.S. flag ship there is and we need the ships to be modern and new. The *Falcon Champion* has these attributes and more.

"More than 99 percent of all fuel for a war effort will come by sea, so you can see why the tanker is a welcome and needed addition to the U.S. flag fleet. The *Falcon Champion* is attractive to the military because it is what we call a 'handy-size' tanker (shallow draft) capable of carrying multigrade petroleum products—and that's a disappearing breed of ship in the U.S. fleet," he said.

"The *Falcon Champion* is a superb ship, well suited for peacetime economic use and for wartime use. But, let's hope the chance to test its wartime capabilities never comes," Admiral Rowden concluded.



## Ships

Keels were laid last September for the first two of five Maritime Prepositioning Ships to be built by General Dynamics, Quincy Shipbuilding Division, Quincy, Mass. Once built, the ships will be chartered by the Military Sealift Command and added to the Navy's Rapid Deployment Force.

The new prepositioning class ships are capable of performing all of the same tasks that the previous prepositioning class ships combined: roll-on/roll-off, containers, tankers. The ships will be named after deceased Marine Corps Medal of Honor recipients—the first two after 2nd Lieutenant John P. Bobo and Private First Class DeWayne T. Williams.

Bobo, from Niagara Falls, N.Y., was killed in Vietnam in March 1967 when his company was attacked by a reinforced North Vietnamese company. His right leg below the knee was severed by a mortar round, but he refused to be evacuated and insisted upon being placed in a firing position. Using a web belt as a tourniquet and with his leg jammed into the dirt to slow the bleeding, he continued firing into the ranks of the enemy. Bobo was mortally wounded while firing his weapon, but his tenacious stand enabled the command to regroup and repulse the enemy onslaught.

Williams, from Brown City, Mich., was killed in Vietnam in September 1968 while serving as a rifleman. He was on patrol to destroy enemy sniper teams when the patrol was ambushed. Williams was wounded in the attack but began to crawl toward a good firing position. A grenade landed nearby. Without hesitation, Williams rolled on top of the grenade and it ex-

*An artist's conception of one of the new Maritime Prepositioning Ships which will carry a balanced mix of vehicles, fuel, ammunition, rations and supplies, providing critical sustaining support for Rapid Deployment Forces.*



# For Rapid Deployment

ploded. His heroic action saved the lives of the other members of his patrol and enabled them to defeat the enemy.

The two ships will be delivered to MSC in March and June 1985. The other three will be delivered soon afterwards.

The MPS program is an integral ele-

ment of the Rapid Deployment Force. These ships form the backbone of the U.S. immediate response capability throughout the world by providing for the rapid deployment of a large combat force with equipment and supplies for 30 days of sustained operations.

Once the ships are delivered to MSC, they will be stationed at potential trouble spots around the world. They will have the internal capacity to load and unload at primitive ports and on isolated beaches. The ships will not be armed and will be manned by civilian crews.





# A Lot Of Territory

By PH2 David B. Loveall, FltAVComPac



The whole area sounds like a veritable no-man's land straight out of a dime-store western novel. Towns have names like Sugar City and Rocky Ford. There are the Rattlesnake Buttes, the Adobe Creek Reservoir and Bent's Old Fort.

This is the territory—18,000 square miles of sparsely inhabited ranch and farmland in eastern Colorado and a por-

tion of western Kansas—covered by Senior Chief Engineman Larry Sanchez, who mans the La Junta, Colo., Navy Recruiting Station. La Junta itself has a population of less than 8,500, a metropolis compared to some of the outlying towns, which have one gas station, a small grocery store and a tiny school.

Still, Sanchez has no problem meeting

his recruiting goals. He attributes his success to PDC, an acronym not to be found in the *Dictionary of Naval Abbreviations*. It stands for personal direct contact, mingling and talking one-to-one with people.

"About four out of five people will listen to Navy talk," he said confidently. "I PDC everywhere—the store, the park, anywhere I go."

Being multilingual helps. The 24-year Navy veteran speaks three languages in addition to English. His Hispanic heritage and rural Texas background also give him an edge.

Statistics coming out of his small office in La Junta tell a success story for a Navy recruiter who frequently puts in dawn-to-dusk workdays and usually travels more than 500 miles a week. But humor added a sparkle to the engineman's eyes when he quoted his recruiting statistics: "Last year I recruited 50 percent of the graduating class of Coolidge High School, Coolidge, Kan. Then he smiled and added, "But they graduated only two students!"



ENCS Larry Sanchez loads up for a road trip that will take him through Colorado and Kansas.





*The telephone is one of ENCS Sanchez's best recruiting tools, but he misses no opportunities to talk one-on-one to prospective recruits or to visit high schools (below) for sessions with student counselors.*

There is a somewhat melancholy side to the fruits of Sanchez's labor. "At times I feel like an old key," he said, "instrumental in a recruit's future but soon forgotten." Some of his toughest-to-convince customers are potential recruits' mothers, who harbor visions of the Navy—and all military service—as being purely the fighting of battles and wars. They sometimes fail to see the positive aspects of today's Navy—educational and training opportunities.

As for those long road trips: "I start at the crack of dawn and try to hit all towns . . . once I get there (any town he may predetermine as that day's destination) I set up a recruiting office in my hotel room and start calling." Sometimes he gets no rest whatsoever during his busy days.

There was one time recently when Sanchez welcomed a dust-covered man in cowboy boots, into his "office" at his motel. The man, his new wife and Sanchez talked into the night about Navy aircraft and diesel mechanics. A few sea stories were also exchanged. Finally, the couple departed and the bone-weary senior chief simply collapsed onto his motel bed to watch the late news.

Sanchez described his tour as a recruiter

as being, "like 36 one-month tours of arduous sea duty. But I just keep plugging along, month after month."

His sales pitch? He doesn't have one. His recruiting is based upon detective work using such tools as telephone books and newspapers, bantering with the local barbers, mailing brochures and visiting schools.

"I have phone power," Sanchez said when he talked about one of his biggest aids in recruiting. "I always project a smile over the phone and say representative instead of recruiter. The word recruiter carries the connotation that this guy is going to sign someone up and send him to war. I'm not trying to pull kids from the fields; I just want to give them an opportunity they wouldn't get around here."

In his territory, Sanchez must canvas 35 high schools and a handful of trade colleges when offering the Navy adventure. One of the farthest points in his area of responsibility is Garden City, Kan., 180 miles east of La Junta.

Perhaps Sanchez's recruiting style is best described by the tale of two fishermen . . .

The two young fellows had just dropped their hooks into a pond off some desolate road when a four-wheel-drive Bronco

pulled up. Dressed in his crisp summer white uniform with ribbons and the recruiting badge with a gold wreath, Sanchez got out of his truck, wiped his brow and commented on the hot spring day. Then the three talked about the Navy, with Sanchez describing a world far beyond the roadside fishing hole.

"I got this one guy to sign up," he said with a grin.

And the other fellow?

"I'm still working on the other guy, but I think he's as good as in."

That is success, and for Navy recruiter Sanchez, that success seems to be as plentiful as the wide open spaces of his 18,000-square-mile territory. □





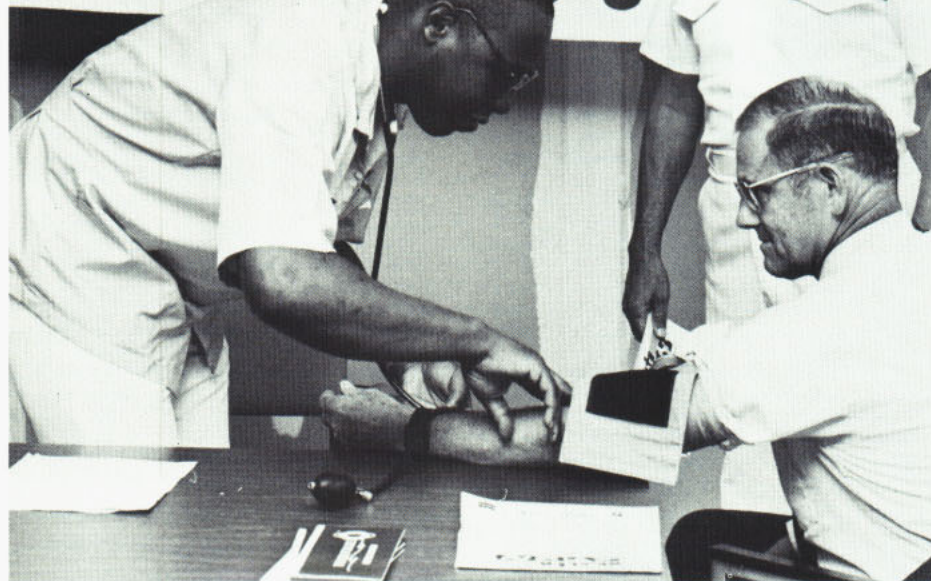
# Fitness For Life

**TO OUR HEALTH FAIR**

**ASH THE STARS 1FM**  
media Radio

education screening follow-up  
NHSCVO referral

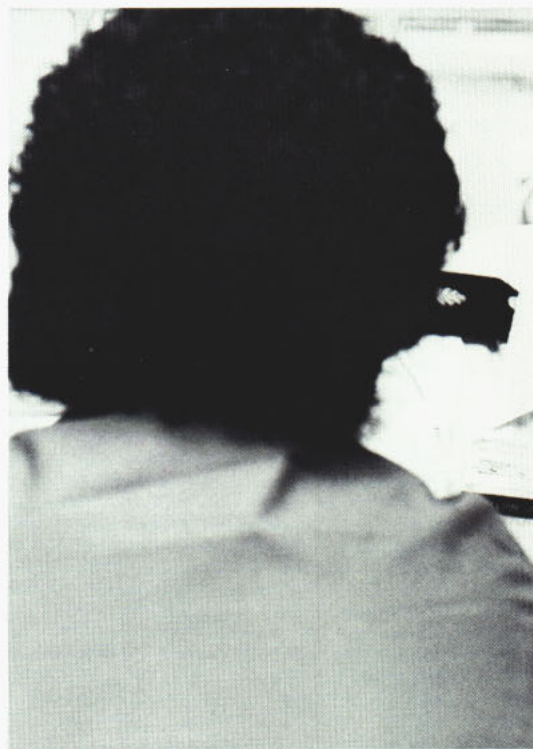
**PEOPLES DRUG STORE**



In an effort to promote the Navy's health and physical readiness program and its theme "Fitness for Life," the Naval Military Personnel Command in Arlington, Va., hosted a two-day health fair for Navy and Marine Corps personnel, civilian employees and families.

The fair featured free health and fitness information, demonstrations, screenings, counseling and referral services in cooperation with the Naval Medical Command and the National Health Screening Council for Volunteer Organizations Inc., the fair's sponsor. The National Health Fair Program solicits the efforts of media, business, public and non-profit organizations to disseminate information and promote the many options for people "helping themselves to better health."

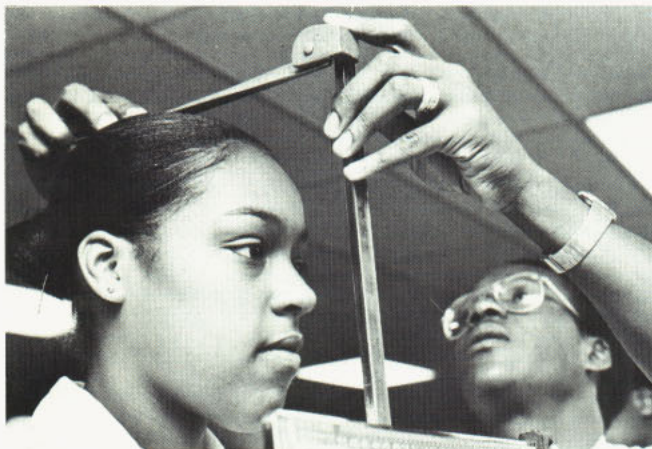
The President's Council on Physical Fitness and Sports, the American Cancer Society, the National Institutes on Alcohol and Drug Abuse and 14 other health agencies volunteered their services for the event.







—Photos by PH2 Sharon K. Nelms-Thorsvik, NavAVCen, Washington, D.C.



This health fair is one of the first of its kind to be sponsored by a military command in the Washington, D.C., area and is expected to serve as a pilot program for other military health fairs in the future.

More than 1,500 people attended, and 351 people completed the screening program.

Health screening was provided by military and civilian medical volunteers. The services included height and weight measurements, blood pressure readings, medication advice, vision tests, sickle cell anemia tests and anemia tests.

Displays were set up offering information on stress management, physical fitness, cancer awareness, substance abuse prevention, safety, and high blood pressure control. Nutrition exhibits were located in the building's cafeteria, and a nutritionist

from Howard University was on hand to answer questions.

Demonstrations in karate, weight control, nutrition and how to stop smoking were also provided.

The health fair's emphasis on demonstrating to people, through screening, exhibits and counseling, the many options open to "help themselves to better health" proved effective: 31 people were discovered to have high blood pressure, 11 required vision correction, 78 were overweight (20 pounds or more), and three had anemia. □





# Submarine Service's

By JO1 Dale Gamble,

America's submarine service came in to being 84 years ago with a small curiosity named *Holland*. Its inventor was pursuing a dream, an idea conceived as early as 332 B.C. when, during his siege of Tyre, Alexander the Great is said to have entered a glass diving bell and descended into the ocean's depths.

Beginning with Leonardo da Vinci in the 1500s, European craftsmen labored over drawings and models, trying to develop an underwater craft that could glide silently through the ocean's depths, undetected by an enemy. In scores of experiments, men squeezed themselves into cramped mechanical contraptions designed for underwater navigation. These experiments, plus man's quest to conquer the unknown, have resulted in today's submarine, one of the world's most formidable weapons.

America's submarine entry came during the Revolutionary War. David Bushnell designed the wooden *Turtle* at Saybrook, Conn., in late 1775. Bushnell described it as having "some resemblance to two upper tortoise shells of equal size, joined together..." This one-man submersible was built to attack the British fleet anchored in New York harbor.

On Sept. 7, 1776, *Turtle*, with Sergeant Ezra Lee inside, was towed to a point near Governor's Island and released. But Lee could not control the man-powered submersible against a strong tide and was swept past his first target, HMS *Asia*. Lee made his way to HMS *Eagle*, the second objective. Four times that night, Lee tried to attach the 150 pounds of black powder to the ship's hull. By dawn, the failures

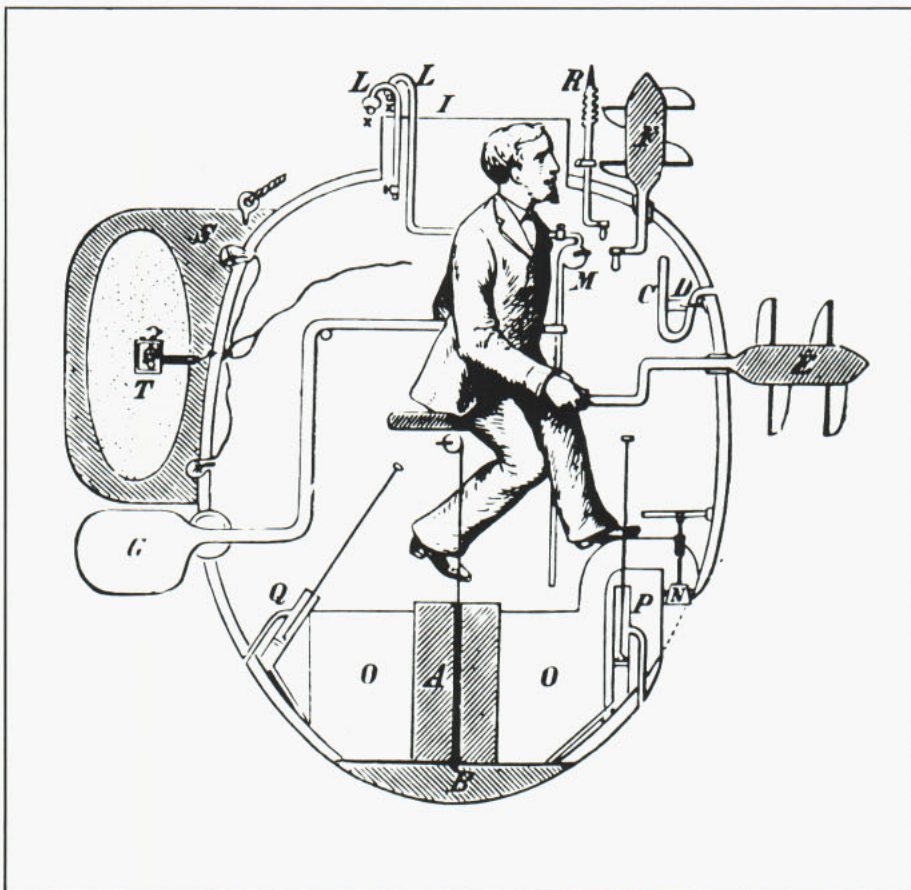
prompted Lee to withdraw. *Turtle*, bobbing in the water, was then spotted by a British longboat. Lee released *Turtle*'s explosive cargo, and it exploded harmlessly near the British ships, causing the squadron to seek safer anchorages. American boats spotted *Turtle* and towed her to safety. *Turtle*'s eventual fate is not known.

Bushnell lost interest and did not design any other submarines, but Great Britain's navy became the target of another inventor's submarine. Robert Fulton, a Pennsylvania Irish-American, journeyed through Europe for three years offering his underwater invention to any government that would listen to him. In 1800, he was granted permission to build his submarine for the First Consul of France, Napoleon Bonaparte.

*Nautilus*, completed in May 1801, was a 21-foot, sausage-shaped boat manufactured out of an iron frame covered with sheet copper and fitted with a hand-cranked propeller as well as a sail for surface running. *Nautilus* also had a small conning tower with glass windows and a system for ballast control. (The periscope was many years in the future.) A powder-filled torpedo—a term coined by Fulton—was installed and *Nautilus*, in its test at Brest, France, sank an anchored ship.

Fulton later tried twice to approach British brigs off the French coast. However, the warships saw *Nautilus* approaching and maneuvered out of the way.

Napoleon Bonaparte's apathy for a submarine sent Fulton packing to England. Prime Minister William Pitt appointed a commission to look into Fulton's ideas. They considered his submarine impractical but were interested in his torpedo. Fulton placed an underwater powder charge against an un-



Left: An artist's conception of Sgt. Ezra Lee in David Bushnell's wooden *Turtle*.



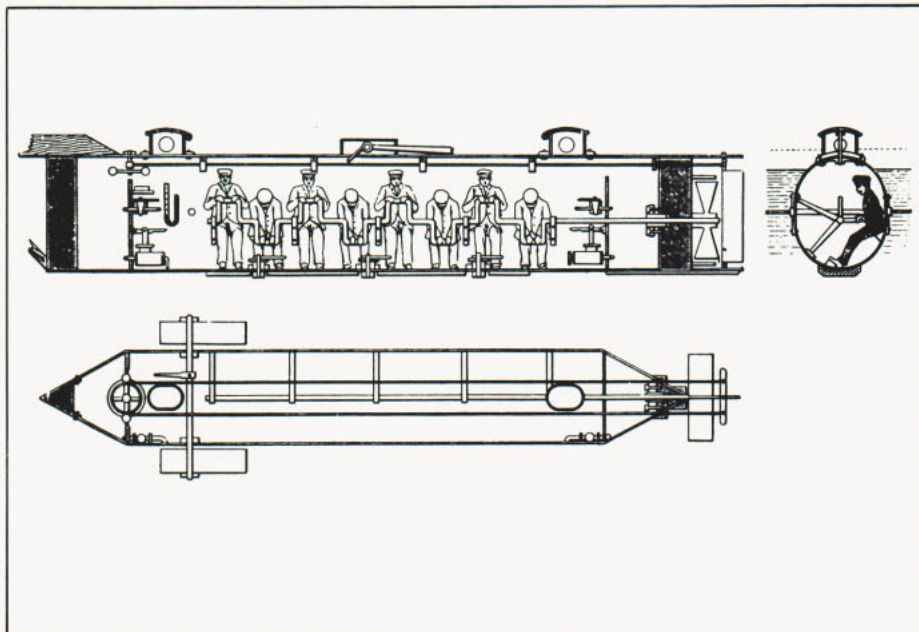
# 84th Anniversary

NavInfo, New York

manned ship on the Thames River and sank it, but even the torpedo was dismissed. The Battle of Trafalgar had proven that British ships were still supreme and the Royal Navy felt it had no need for Fulton's submarine and did not want to encourage a new weapon which might menace British surface ship strength.

Six decades after Fulton returned to America and built the steamboat *Clermont*, the submarine notched its first kill against a warship. The Confederate Navy built a number of "David" torpedo boats at Charleston, S.C., to defeat the "Goliath" Union blockade. Three submarines were constructed as private ventures in 1861-63: the *Pioneer*, an unnamed one, (sometimes called *Pioneer II*), and *H.L. Hunley*. Two of them never saw action, having been scuttled or having foundered in heavy seas.

*H.L. Hunley*, designed by Army Captain Horace L. Hunley and two associates, was a modified cylindrical steam boiler 40 feet long and powered by a propeller cranked by eight men. Before it was considered ready for battle *H.L.*



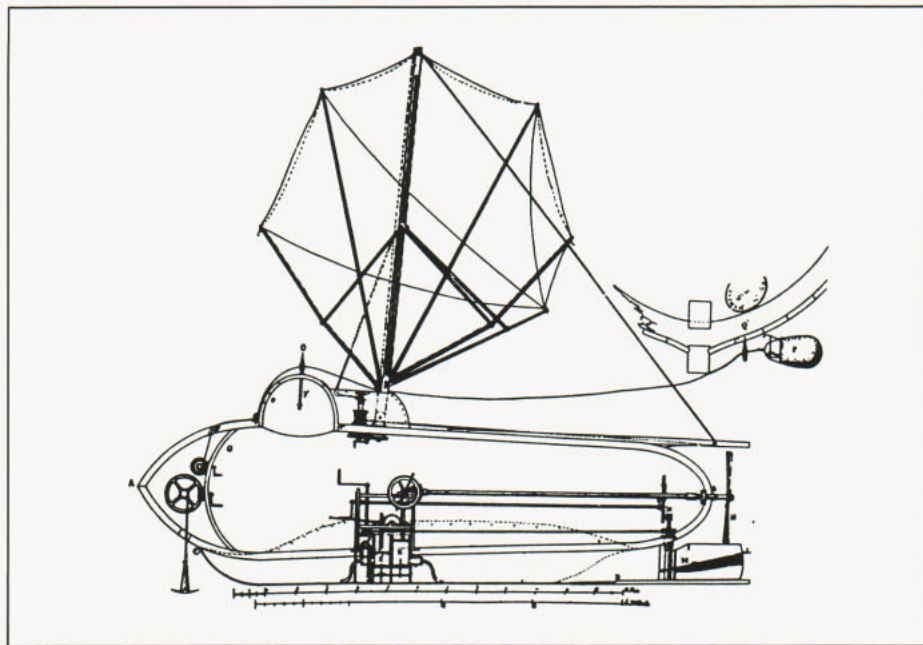
*Hunley* had to be salvaged four times. On one dive Oct. 15, 1863, the boat failed to surface from a dive under *Indian Chief*. Seven men including Capt. Hunley perished.

The submarine was raised again and fitted with a torpedo on the end of a long spar. Pronounced too dangerous

when submerged, it was ballasted to operate as a "semi submersible" with its conning tower awash.

Lieutenant G.A. Dixon, with five crewmen, took *H.L. Hunley* out through Charleston Harbor Feb. 17, 1864. At about 8:45 p.m., 5-1/2 miles off Fort Sumter, Dixon picked out the 1,240-ton steam sloop-of-war USS *Housatonic*. Attacking on the surface, *H.L. Hunley* rammed its "Lee Spar Torpedo" below *Housatonic's* water line. The Union ship, with its side ripped open by the torpedo's explosion, sank with a loss of five sailors.

During *H.L. Hunley's* career, 35 of its own sailors were killed in accidents before the submarine finally succeeded in sinking an enemy ship. For the first time, a fleet had to strike a ship from its list because of being sunk by a submarine. But *Hunley* would never get another chance at a Union ship. With the loss of all hands, the boat sank



Early drawings of Robert Fulton's 21-foot Nautilus (left) and of the Confederate submarine *H.L. Hunley* (above).



# Submarine Service

somewhere near its victim. The exact cause of *H.L. Hunley's* loss is not known. It may have been borne down by the hull of the sinking *Housatonic*, or swamped by disturbed water, or possibly damaged by the explosion of its own spar torpedo.

The Union wanted to counter with its own submarine. Augustus Price and Cornelius Bushnell undertook the project and built the 28 foot long *Intelligent*

the boat because he was afraid British spies were closing in on it.

The Fenian Society next sponsored a bigger Royal Navy killer, the 19-ton *Fenian Ram*, in 1881. The boat was tested for two years on New York's Hudson River before the Fenians stole it. However, they didn't know how to operate the boat and it sank near New Haven, Conn. It was later raised and placed on display in Paterson, N.J.

Five years later, after teaming up with a Fort Hamilton, N.Y., artillery officer, Holland built the "Zalinski Boat." It was a ponderous craft and so heavily loaded with ordnance it split its seams sliding down the ways.

Holland was awarded a contract to build the Navy's first authorized submarine in 1888. *Plunger* was a monstrous 85-foot boat displacing 168 tons. One 600-horsepower and two 300-horsepower engines were required to propel the boat. The Navy refused acceptance when Holland could not hold *Plunger* on a straight course.

Before *Plunger's* technical failure, Holland had sketched another submarine. The Navy agreed to allow the boat to be built with private backing and with no governmental interference. The Navy purchased the boat—its first submarine—April 11, 1900, at a cost of \$150,000 and commissioned it Oct. 12 of that same year as *Holland* (Submarine Torpedo Boat No. 1). The

familiar SS type designation didn't come along until 1920.

Fleet Admiral Chester W. Nimitz, who commanded a submarine flotilla in 1909, described *Holland* as a "husky craft, 55 feet long, almost 11 feet in diameter, and had a displacement of 75 tons. Her steel hull was cigar shaped. She was powered underwater by storage batteries, but for surface propulsion she used a gasoline engine similar to that of a Model T Ford."

Because the periscope was still on another inventor's drawing board, *Holland* was blind underwater. Attacking required coming to the surface for targeting and then diving to avoid gunfire. Admiral George Dewey remarked on his inspection of the submarine that if the Spanish had had two of these boats during the Spanish-American War, they could have recaptured Manila from him.

The Holland Torpedo Boat Co., formed Feb. 5, 1891, was nearly bankrupted by its first submarine. However, their battery supplier was so impressed that he bought the company. Isaac Rice, owner of the battery company and the Electric Launch Co., established the Electric Boat Co. in February 1899. Now in Groton, Conn., this division of General Dynamics is one of the Free World's leading builders of submarines and has built many of the Navy's submarines. Today, Electric



*Whale*. The Navy withdrew payment on the submarine after condemning it in 1872 and put it on exhibit at the Brooklyn Navy Yard.

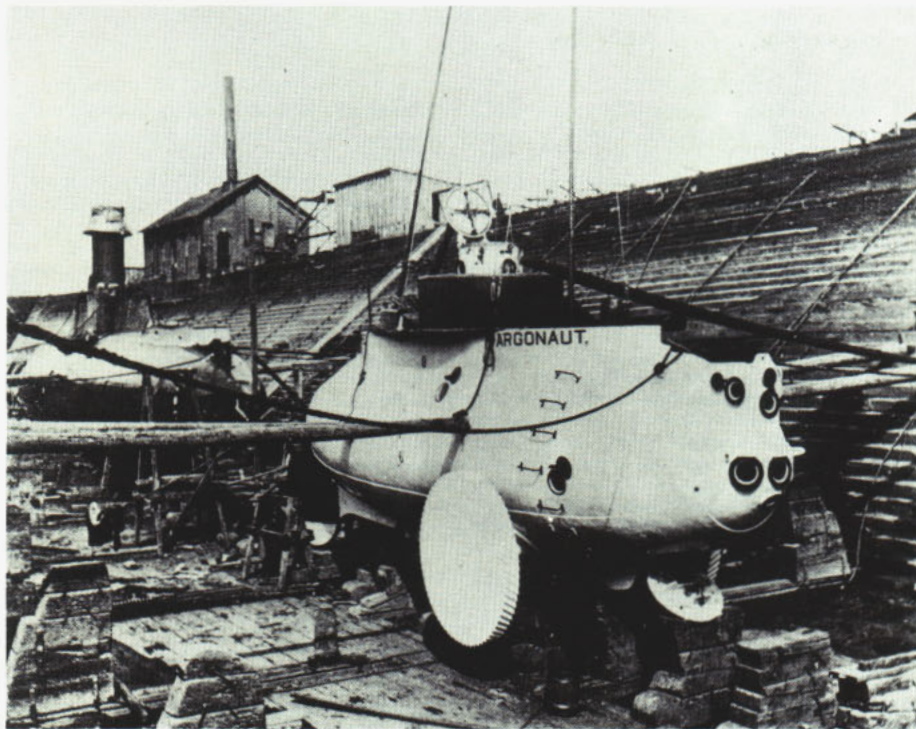
In 1883, a board of naval officers had been reviewing submarine proposals by John Philip Holland and George Baker. They recommended Holland's boat to Navy Secretary Herbert partly because of its simplicity and hull strength. However, the secretary decided against a submarine and asked for a small surface torpedo boat instead.

Holland, an Irishman who immigrated to America in 1872, built his first boat in 1878. The 14-foot ugly black "coffin" was financed by the anti-British Fenian Society. Holland scuttled



Above: Inventor John P. Holland in the conning tower of Holland, the U.S. Navy's first submarine. Right: Holland's Fenian Ram, displayed as a memorial in Paterson, N.J.





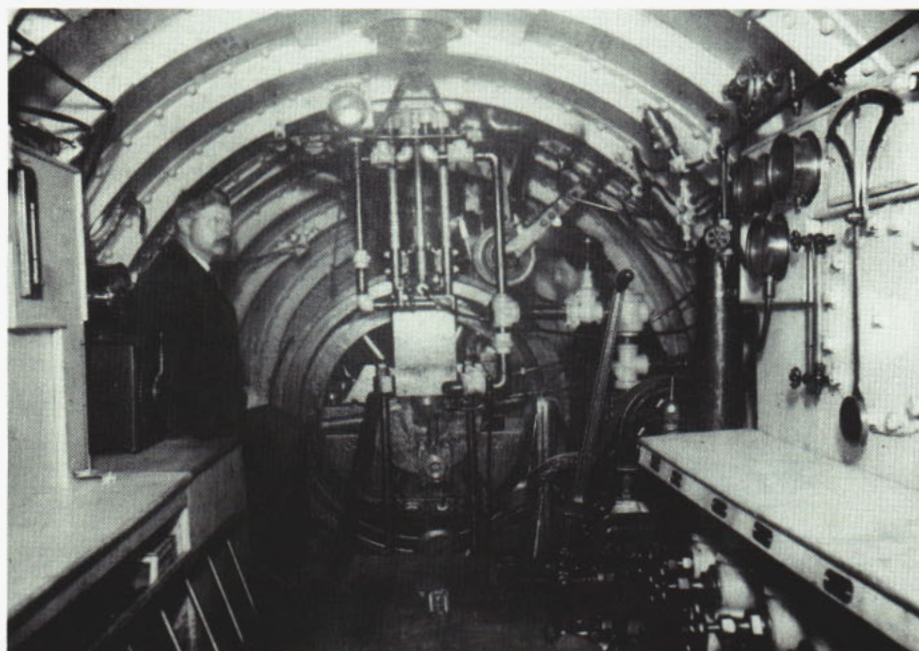
Simon Lake (upper right) and two views of Argonaut, the first American submarine to navigate in the open sea.

Boat is building the giant *Ohio*-class *Trident* missile submarines. *Los Angeles*-class attack submarines are being built by Newport News (Va.) Shipbuilding and Drydock Co. and also by Electric Boat Co.

By the early 1900s, most of the major navies of the world had submarines. Holland had produced six more boats for the U.S. Navy in 1903 and, with few exceptions, most of the early submarines of foreign navies were designed by Holland.

Five days after World War I erupted, Holland died penniless at 73. He had resigned from Electric Boat, selling the company his patents, and had taken up aviation. Although he saw the submarine start to come of age, he would never know how his ship would revolutionize sea warfare. A fellow countryman would.

Simon Lake, a long-time admirer of Jules Verne, always wanted to have his own submarine. With private backing, Lake built the small submarine *Argonaut Junior*. It had wheels to roll along on the ocean floor and a wooden



box with a conning tower for a body. *Argonaut Junior*'s test was so successful that the Lake Submarine Co. was able to build a bigger model.

The next *Argonaut* shared the dry dock with Holland's *Plunger* and was launched at the same time *Plunger* was running off course.

To prove *Argonaut*'s value, Lake offered use of the boat to the U.S. government after the battleship *Maine* exploded in Havana Harbor in 1898. The offer was declined.

To demonstrate his boat's usefulness,

Lake sailed it to Hampton Roads, Va., later in 1898 after the U.S. Navy had mined surrounding waters as a defense against possible Spanish attacks. *Argonaut* crept unhindered through the forest of cables and mines. Believing that this test was undeniable testimony of his boat's capability, Lake told the Navy what he had done. The Navy didn't respond, so Lake went to the Army, where he was told he'd be locked up if he tried to pass the mine field again.

Lake started work on another boat.



# Submarine Service

His *Protector*, the first even-keeled submarine, was completed in 1902 and featured three 18-inch torpedo tubes and an omniscopescope, the prototype of the periscope. Although the boat was considered superior to Holland's designs, the U.S. Navy was too slow in considering it. Lake sold the submarine to Russia.

Although Lake designed submarines

for many foreign navies, the U.S. Navy didn't buy a Lake boat until 1912—the *Seal* (G 1).

The U.S. Navy's small fleet of submarines was originally restricted to port-to-port operations. The submarines were dispersed in 1908, though, with several boats transported to the Philippines Asiatic Fleet, five boats to Panama, and several more to the Pacific coast.

When America entered World War I in April 1917, it had 50 submarines in service but none in European waters. Boats were soon sent to the Azores and accompanied Allied convoys and bat-

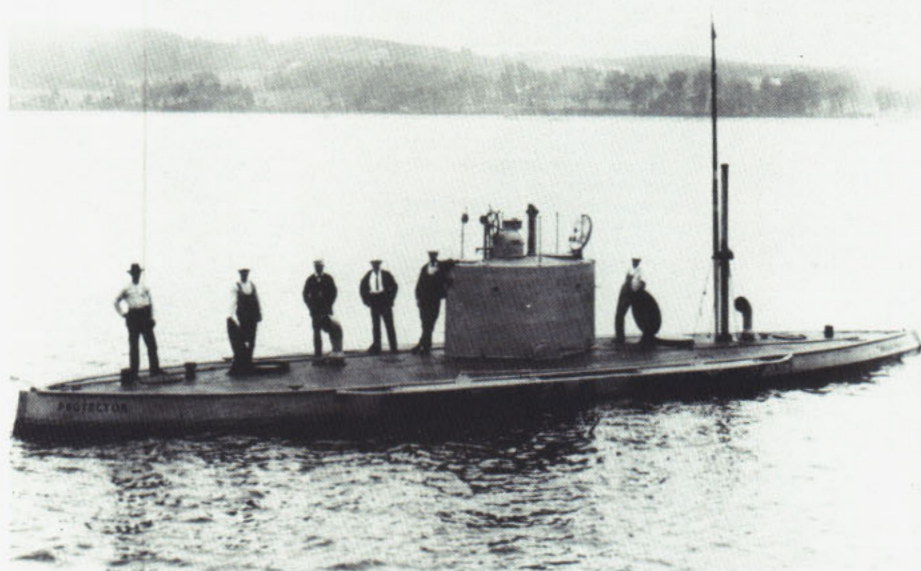
tlehips to Queenstown, Ireland. The submarines conducted anti-submarine patrols around the British Isles and recorded about 20 contacts, but made no kills.

German U-boats, however, were proving the submarine's war potential. Britain felt the brunt of Germany's unrestricted warfare, losing 62 warships in four years—an amazing feat, considering that Germany could support only 15 submarines at sea. But the handful of U-boats torpedoed up to 200,000 tons of shipping a month.

Following World War I, submarine development increased, and the new boats were bigger—800-1,100 tons, or about twice the size of the average ocean-going submarine before the war. But in spite of the advances, the 1920s saw many tragedies aboard submarines.

Headlines such as "S Boat Sinks" were frequent in the '20s. S-5 accidentally sank in Delaware Bay in 1920 when

*Below: Protector, the first even-keeled submarine. Bottom: Plunger, the U.S. Navy's first contracted submarine.*





water poured through the main air induction system. A year later, a manhole plate left unsecured caused S-48 to sink. A merchant ship sliced into and sank the S-51 in 1924—only three survivors were rescued from the submarine. S-4 met the same fate with a Coast Guard cutter in 1927. This time, no one on the submarine survived.

But the Navy kept building newer and better submarines. One of the S-boats became the Navy's only aircraft-carrying submarine when a steel-cylinder hangar for a float plane was installed in 1923. The plane was intended to increase the search range of the submarine. Although the U.S. Navy didn't convert any other submarines to carry airplanes, other navies—such as the Japanese navy—did.

By the mid-20s, submarines had grown even larger—some displaced as much as 2,000 tons, about the same displacement as a destroyer. But because

these submarines had steering difficulties and poor internal arrangements, the Navy converted the boats during World War II to carry cargo.

The largest submarine of this period, *Argonaut*, became the Navy's first mine-laying boat. Other submarines featured large gun batteries for surface action.

The Navy shifted to a smaller class of submarines in the early 1930s. Their construction and characteristics set the standard for later U.S. boats, but their speed and endurance were too limited. The next class, however, remedied the limitations and introduced the U.S. fleet submarine.

The fleet boats joined the Navy in 1935 with *Porpoise* (SS 172). It was 300 feet long and displaced 1,300 tons. The top surface speed was 17 knots with 8 knots submerged. Armament included one 3-inch gun and six 21-inch torpedo tubes with 16 torpedoes. Before the outbreak of war with Japan, the U.S. Navy added two new classes of submarines to its inventory. The new boats were basically the same as *Porpoise* but were a little faster and carried 10 torpedo tubes and 24 torpedoes.

When Admiral Nimitz assumed command of the Pacific Fleet Dec. 31, 1941, he did so on board the submarine *Grayling* (SS 209). At first, the admiral could only wage war against Japan with his submarines, because his carrier task forces were regrouping and engineers were raising the fleet's battleship backbone from the mud at Pearl Harbor.

Nine days after the Pearl Harbor attack, the U.S. Navy recorded its first offensive kill. After trailing a Japanese troop convoy heading toward Singapore and with orders to execute unrestricted warfare, the submarine *Swordfish* (SS 193) sank a freighter. The first warship kill was credited to *Gudgeon* (SS 211) Jan. 27, 1942. The Japanese submarine I-73, returning from shelling Midway Island, crossed *Gudgeon's* path off Japan. Moments

later, Japan lost a 1,700-ton submarine.

The first five months of the war were frustrating for U.S. submariners. Reports swamped desks about the Mark XIV torpedo not exploding or running too deep. Combat strained the crews because most were unprepared for war. Submarine captains were often too over-cautious. To make matters worse, too few submarines were in the Pacific.

A new torpedo soon entered the fleet. Although it was a little slower than the Mark XIV, it did not leave a giveaway bubble trail, and Japanese ships began steadily disappearing.

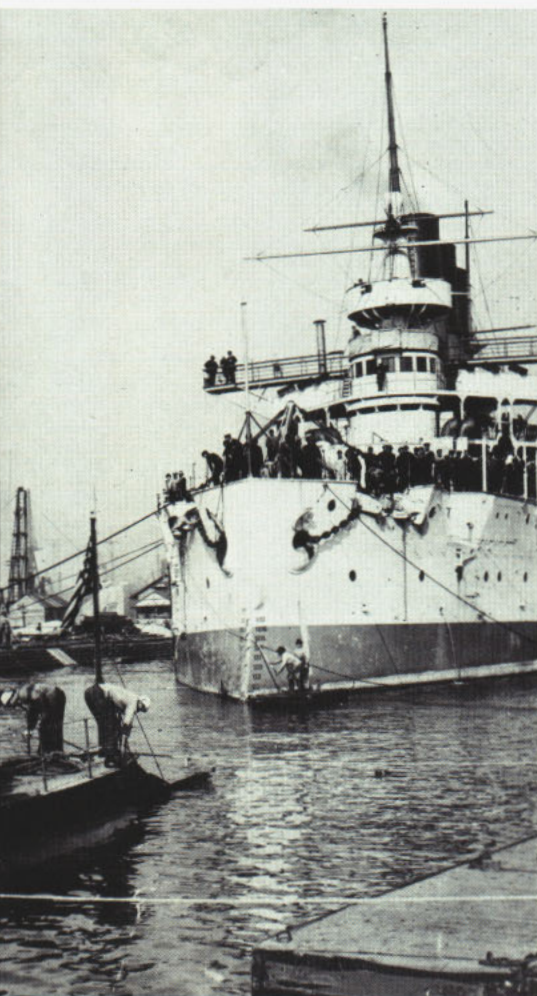
Submarine crews began recording spectacular exploits as crews became accustomed to combat. One submarine sank three Japanese submarines in a single five-day period. During its fifth war patrol, another submarine sank three Japanese destroyers. The biggest war prize went to *Archerfish* (SS 311) when it sank the 59,000-ton Japanese aircraft carrier *Shinano*.

Fifty-two "Silent Service" submarines and 3,500 men never returned from their Pacific war patrols. They were lost to air or surface attacks, submarine attacks, mines or for unknown reasons. The service's gallantry earned 34 Presidential Citations, 38 Navy Unit Commendations and seven Medals of Honor.

When Japan surrendered, the U.S. Navy had 233 submarines in service. These submarines sank 1,113 large Japanese merchant ships totaling 4-3/4 million tons, one battleship, four fleet aircraft carriers, four escort carriers, 12 cruisers, 42 destroyers and 23 submarines.

After the war, America's intelligence issued a threat alert: the largest submarine force was flying the hammer and sickle. Unfinished German submarines, shipyards, scientists and engineers had been carted off by the Russian army. Experts concluded that the Soviet Union, after acquiring such technological wealth, could put a destructive armada of submarines to sea.

The GUPPY conversion program, an acronym for greater underwater propulsive power, improved and stream-



Holland in the Brooklyn Navy Yard with Retvizan, a czarist Russian battleship, in 1901.



# Submarine Service

lined U.S. submarines. Deck guns were removed and conning towers rebuilt with “stepped” sail structures, bows were rounded, improved batteries were fitted. Fifty-two submarines were converted to fleet or killer subs, or to special configurations such as radar picket, cargo, transport, minelaying, training, target, research and auxiliary.

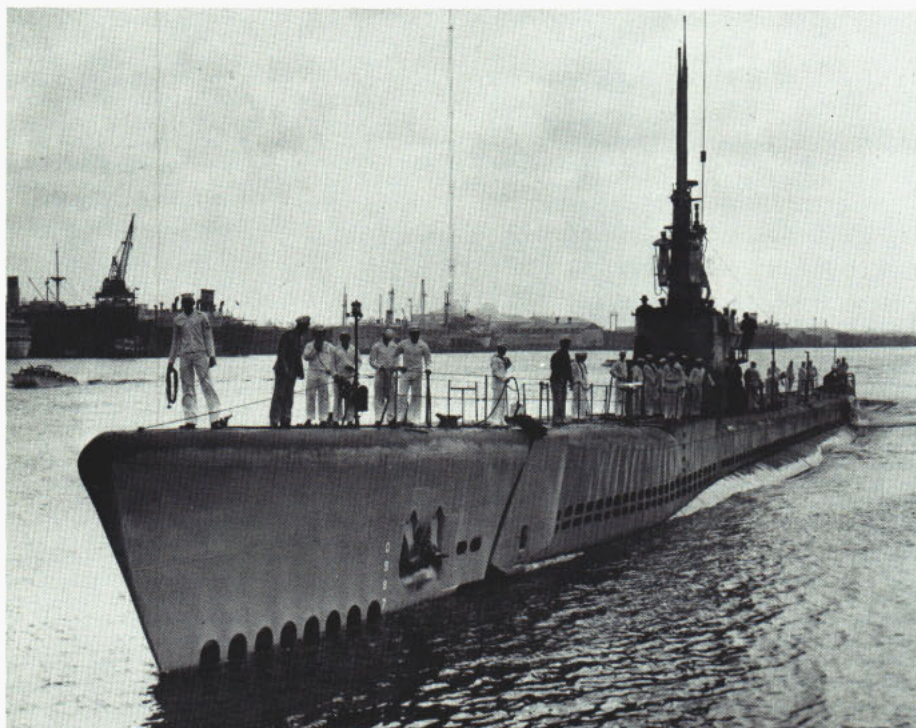
*Below: USS Archerfish (SS 311) during World War II. Bottom: USS Thresher (SSN 593), victim of a tragic accident in the 1960s, went down with all hands.*

A modified version of the German V-1 rocket became the Navy’s first submarine-launched guided missile. On Feb. 12, 1947, *Cusk* (SS 348), refitted with an aft ramp for the Americanized Loon rocket, fired the first missile. In the mid-50s, the strategic turbojet-powered *Regulus I* missile replaced Loon. *Regulus I* could deliver a nuclear warhead at 600 mph over a distance of 500 miles.

The 1950s also witnessed a dynamic breakthrough that freed submarines

from surface dependence when *Nautilus* (SSN 571) was launched Jan. 21, 1954, as the world’s first nuclear-powered ship.

President Harry Truman, officiating





at the June 14, 1952, keel-laying ceremony for the submarine, said *Nautilus* "atomic engine will permit her to be completely free of the earth's atmosphere." Navy Secretary Dan Kim-

ball praised its inventor, then captain and now retired Admiral Hyman Rickover, saying he had "accomplished the most important piece of development work in the history of the Navy." On Jan. 17, 1955, the 3,500-ton *Nautilus* signaled "under way on nuclear power."

*Nautilus*, the third ship to bear the name, shattered existing speed and underwater endurance records on its maiden voyage. Many anti-submarine warfare measures immediately became obsolescent because *Nautilus* dived deeper and traveled faster. More importantly, it did not need to surface to recharge batteries.

Soon other nuclear submarines were under way. In 1959, *Skate* (SSN 578) became the first vessel to surface at the North Pole. In 1960, *Triton* (SSRN 586) sailed around the world by following Magellan's route entirely submerged. *Triton* completed the 36,000-mile journey in 84 days.

The modern nuclear submarine fleet

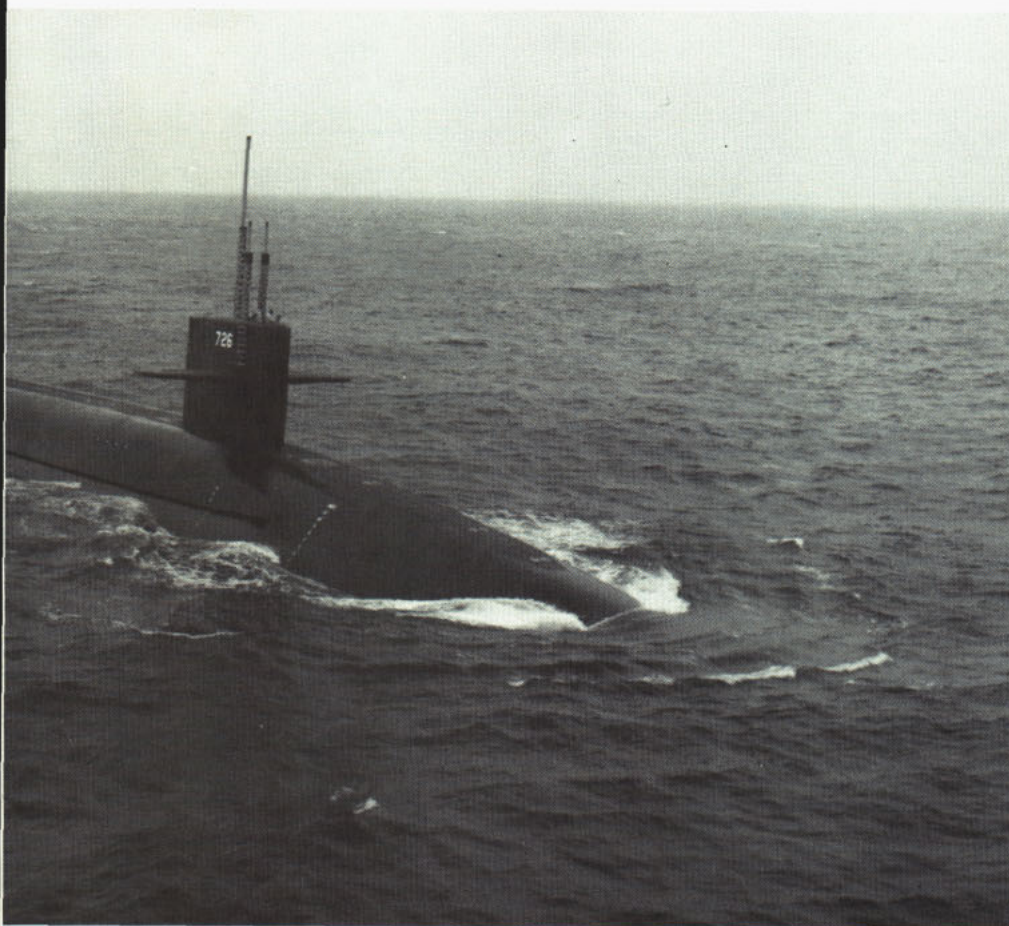
has suffered tragic accidents in its strides, though. *Thresher* (SSN 593) and *Scorpion* (SSN 589) were lost with all hands in separate accidents during the 1960s.

Raising a stricken boat is not looked at as an impossibility today, however. The Navy has rescue ships ready to bring home disabled submarine crews. On a 24-hour response call, the Navy's two DSRVs, deep-submergence rescue vehicles, can operate from ships or submarines. These cylinder-shaped craft can be transported to the scene by aircraft, truck, ship or submarine.

Supporting the modern submarine fleet are 12 submarine tenders that can handle needs from loading weapons to repair work to replenishment requirements.

Seapower historian Admiral Alfred Thayer Mahan described the unseen and undetected submarine as "possessing in high degree the power to strike a blow deadly as a rattlesnake or cobra, and with as little warning." Admiral Rickover told a congressional subcommittee that "the nuclear submarine is not just an improved submarine, but a totally different kind of warship." Captain Nemo, Jules Verne's hero, spoke of the submarine as having no defects, no rigging to worry about, no sails to be carried away, no collision to fear; she swims alone in deep waters, and when she dives, she reaches absolute tranquility.

An 1869 engraving of Captain Nemo, standing with sextant in hand on the deck of the fictional *Nautilus*, helped motivate men to master more than the ocean's surface. Following the dreams of those ancients and turning Jules Verne's fiction into reality, U.S. Navy submariners have penetrated the seas. They sail these regions not to conquer but to preserve the delicate tranquility of the world's underwater environment.



Upper left: The world's first nuclear-powered ship, USS *Nautilus* (SSN 571). Left: USS *Ohio* (SSBN 726) during sea trials in 1981.



# Bearings



**One Navy—All The Way.** Capt. William M. Shewchuk, commanding officer of Naval Air Reserve Unit, Norfolk, Va., greets his son, Lt. Bill Shewchuk, on the flight line at NAS Oceana. Lt. Shewchuk is an aviator with VA-42, and both father and son work closely with the Naval Reserve. Two other sons are naval officers also. Lt. Mike Shewchuk is an aviator assigned to HSL-30, and Ensign Christopher Shewchuk is assigned to the operations department aboard USS *Carl Vinson* (CVN 70). And, Capt. Shewchuk's brother, Cmdr. Jon D. Shewchuk, is executive officer of Naval Amphibious Base, Little Creek. By JO2 Teresa Silver, NAVAIRE, Norfolk

## Navy Officers Save a Life

Quick thinking and valuable training helped Navy Lieutenants Junior Grade Joseph Schartung, Michael Christopher and Lilia Ramirez save a man's life in Cambridge, England, last November.

The three officers were traveling through Cambridge when they saw a man collapse on the street. While Ramirez called an ambulance, Schartung and Christopher rushed to his side. They checked his breathing and pulse, found none and administered CPR.

"Mr. Charles Cutter of Chesterton, Cambridge, survived a cardiac arrest," said the attending physician Dr. Michael Sharpe later at the hospital, "because of the quick response by the Navy officers."

Ramirez is assigned to the Naval Air Facility at Mildenhall, England. Christopher and Schartung fly a P-3 *Orion* attached to NAS Jacksonville, Fla., and were in Mildenhall overnight when the incident occurred. The officers learned CPR techniques through Navy programs.



**Productivity Excellence.** Lt. Cmdr. Boyd C. Fowler (r) is congratulated by Secretary of Defense Caspar W. Weinberger following the first Department of Defense Awards for Productivity Excellence ceremonies at the Pentagon. Fowler, currently assigned to Helicopter Support

Squadron Three, NAS North Island, saved the Navy \$1.94 million by suggesting a method of local repair for TF-41 high pressure case vane assemblies at NAS Cubi Point, Republic of the Philippines. Fowler's money saving idea netted him \$3,034 under the Military Cash Awards Program.

For information on the DoD Productivity Excellence awards program, see OPNAVINST 1650.8B dated 17 October 1983 and Civilian Personnel Instruction 451 dated 29 April 1982.

Also honored at the ceremony was Navy civilian Christopher Conrad of Naval Air Rework Facility, Norfolk, who saved the Navy \$4.2 million by suggesting a method of salvaging F-14 brake parts. He received \$5,225 under the Civilian Incentives Award Program. Members of the Super Savers Quality Circle at NARF, North Island, also were cited for developing methods of increasing productivity. Their ideas saved the Navy \$1.8 million. Members of the group are Ralph E. Carson, Iven E. Cobb, Charles W. Cummings, Abraham E. Gumbayan, Salvador Gutierrez, Thomas D. Jensen, Thomas H. Johnson, Simon J. King, Charles R. Moore, Nicholas A. Mosley, Richard E. Ransdell and Jody Y. Smail.



## Ney Award Winners

The banquet room in the Hyatt Regency in Milwaukee had taken on a nautical air. A ship's wheel, boatswain's mates' "fancy work"—braided line decorating the platform—and other ship's items from the days of sail made it appear like a sailing ship, with a large audience sitting on an elaborately decorated pier.

They were greeted by Captain Dick Morgan, commanding officer of the Navy Food Service Systems Office, who welcomed them to the 26th annual Captain Edward F. Ney Memorial Awards presentation.

He introduced the members of the International Food Service Executive Association, co-sponsors of the awards. Guests walked between side boys—another traditional Navy touch—to seats on the platform. Vice Admiral Harry C. Schrader Jr., Commander Naval Surface Force, U.S. Pacific Fleet, was piped aboard.

Morgan told the audience that the 1983 winners had successfully competed on a year-round basis within their respective categories with every enlisted dining facility in the Navy—some 660 facilities.

"Each enlisted dining facility received three thorough evaluations," said Morgan. "The first was conducted at the local level and nominations were made by type commanders or major claimants.

"They received their second evaluation from an officer in charge of one of the Navy's food management teams, and those which met the highest standards of the Ney Awards program were selected for further competition. The winners received their most crucial evaluation by a joint travel team from the International Food Service Executives Association and the Navy."

The captain stated that during each evaluation, commands were graded on menu planning, conservation, serving techniques, financial and general management, equipment and maintenance, efficiency, personnel, safety, manning, supervision, training, crew attitude and

also on overall sanitation.

After Morgan introduced members of the 1983 joint travel team, the 1983 Ney Awards were presented by Rear Admiral Andrew A. Giordano, Commander Naval Supply Systems Command, and Michael Mavros, president of the International Food Service Executives Association.

USS *Philadelphia* (SSN 690) took top honors in the small afloat category. The ship was represented by Mess Management Specialist First Class Ralph E. Hansen, leading mess management specialist, and Mess Management Specialist Second Class Todd A. Hastings.

USS *Bowen* (FF 1079), winner in the medium afloat category, was represented by Lieutenant Junior Grade Daniel E. Delaney, *Bowen's* food service officer, and Mess Management Specialist First Class Danilo F. Batac, leading mess management specialist.

Lieutenant Junior Grade Michael Bonnette, food service officer, and Senior Chief Mess Management Specialist Tommy L. Lowe represented the large afloat category winner, USS *L.Y. Spear* (AS 36).

USS *Midway* (CV 41), the aircraft carrier category winner, was represented by Lieutenant Michael Ward, food service officer, and Chief Mess Management Specialist Garland G. Davis, leading mess management specialist.

In the small ashore category, winner Naval Air Station Patuxent River, Md., was represented by Lieutenant Charles J. O'Brien, food service officer, and Senior Chief Mess Management Specialist George Craycraft Jr., leading mess management specialist.

Lieutenant Junior Grade Bruce Maxaner, food service officer, and Chief Mess Management Specialist Bernardo G. Belgado, leading mess management specialist, represented Naval Air Station Jacksonville, Fla., winner in the large enlisted dining facility ashore category.

Second place winners in the 1983 Ney Awards program include Naval Station Guam, small ashore category; Naval Station San Diego, large ashore category; USS *New York City* (SSN 696), small afloat

category; USS *Merrimack* (AO 179), medium afloat category; USS *Frank Cable* (AS 40), large afloat category; and USS *Dwight D. Eisenhower* (CVN 69), aircraft carrier category.

Third place winners include Naval Weapons Station Yorktown, Va., small ashore category; Naval Technical Training Center Corry Station, Pensacola, Fla., large ashore category; USS *Ohio* (SSBN 726), small afloat category; USS *Kansas City* (AOR 3), medium afloat category; and USS *Iwo Jima* (LPH 2), large afloat category.

The awards are named after Captain Edward Francis Ney, who was head of the Subsistence Division of the old Bureau of Supplies and Accounts from 1940 to 1945. During World War II, he handled the multiple problems of determining how much food was needed to feed a rapidly expanding Navy and the purchase of that food. His efforts contributed to the increased morale, comfort and well-being of sailors during that global war.

—By JO1 William Berry

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## USS Flatley: PACE Superstar

The Program for Afloat College Education is one of the ways the Navy makes educational opportunities available to its seagoing people. Last year, USS *Flatley* (FFG 21), homeported at Naval Station Mayport, Fla., conducted 22 PACE courses.

*Flatley* PACE students earned more than 650 semester hours of college credits while taking six vocational-technical classes from Central Texas College and 16 academic courses from Florida Junior College. The courses included air conditioning and refrigeration, electronics, business, history, mathematics, humanities and English.

*Flatley's* impressive record shows that a highly successful PACE program can be accomplished on our smaller ships.



# Bearings

## Bowen Was There

After seven months at sea and with some 50,000 miles astern, USS *Bowen* (FF 1079) finally returned to its home port in Charleston, S.C. The 206-day journey of at-sea exercises and operations had carried the anti-submarine warfare frigate halfway around the world, through five oceans and seas and into ports in Bahrain, Pakistan, Israel and Italy.

The deployment, the eighth in *Bowen*'s 11 years with the Atlantic Fleet, reached across the Atlantic, through the Mediterranean, the Red Sea, the Indian Ocean and into the Persian Gulf where *Bowen* spent

its first three months as a member of the Commander Middle East Force. Positioned just outside the declared Iran-Iraq war zone amidst floating mines and with temperatures on deck sometimes greater than 120 degrees, *Bowen* served as a radar picket and surveillance ship, monitoring aircraft and ships in the Persian Gulf.

Bahrain, an independent Arab sheikdom located off the east coast of Saudi Arabia, provided the opportunity for an in-port maintenance period and a well-deserved break for the crew.

At the end of July, *Bowen* left the Persian Gulf and headed east for a port visit to Karachi, the chief seaport and former capital of Pakistan.

Upon returning to the Mediterranean, port visits to Ashdod and Haifa, Israel, made it possible for crew members to tour the historic cities of Jerusalem, Bethlehem and Nazareth and to visit the Sea of Galilee, the Jordan River and Mount Sinai.

But, before *Bowen* came home again, it set a not-so-pleasant first—it became the first Navy warship to provide destructive naval gunfire support to U.S. Marines in Beirut, Lebanon, when it opened fire with its 5-inch .54-caliber gun and destroyed a Druze artillery emplacement that had been shelling U.S. peacekeeping forces. That also marked the first time that a U.S. Navy warship had conducted naval gunfire support in the Mediterranean since World War II.

In its most important role as a naval gunfire support ship acting in defense of U.S. Marines, *Bowen*, in the final three months of its Med cruise, was called upon six times to conduct naval gunfire against Druze and Syrian positions from which attacks were launched against Marines and friendly Lebanese troops ashore. *Bowen* delivered a total of 75 rounds of the high explosive 5-inch shells on target.

With the arrival of battleship USS *New Jersey* (BB 62) at Beirut, *Bowen* returned to its more accustomed role in the Med as an anti-submarine ship supporting carrier USS *Dwight D. Eisenhower* (CVN 69).

Then, in the middle of October, *Bowen* pulled into Gaeta, Italy, for a two-week maintenance period and its final port visit of the deployment. Gaeta, a small seaport and summer resort town roughly halfway between Rome and Naples, is home port to Commander, Sixth Fleet. *Bowen*'s crew visited the ancient ruins of Rome, the Vatican, then viewed the works of art in the Sistine Chapel.

Throughout the deployment, *Bowen* participated in three major international exercises: Exercise Bright Star '83, including coordinated missile patrol boat operations with Egypt; the NATO fleet exercise Display Determination '83 with the Greek, Turkish, British, Italian and French; and the U.S.-Spanish amphibious exercise CRISEX '83.







**Perseverance paves the way.** If at first you don't succeed, try, try again. And so it was for Yeoman Third Class Terry Brown, stationed at the U.S. Naval Air Facility, Atsugi, Japan. Brown joined the Navy in 1981 after earning a bachelor's in criminal law from Troy State University, Troy, Ala. "I got the urge to travel, so I joined the Navy. I had never been out of the South before, and I really wanted to meet other people," she said. In early 1982, she applied for Officer Candidate School but did not make the selection board. Undaunted, she tried again and met with success. Brown plans to continue her education in the Navy in hopes of becoming a Navy lawyer with the Judge Advocate General's Corps and to eventually attain a J.D. (jurisdoctor) to practice law.

—Photo by PH3 Scott M. Allen,  
U.S. Naval Air Facility, Atsugi, Japan

## Sailor Swims River

A U.S. Navy sailor on leave in Scotland recently swam to the aid of an orphanage.

Cryptologic Technician, Communications Second Class Rick Buckner raised \$230 in pledges for the Carolina House orphanage—which was in danger of being closed—by swimming the river Tay at Broughty Ferry near Dundee. Although more money is needed to keep the orphanage open, Buckner hopes that publicity generated by his swim will encourage others to donate.

On the day of the swim, Scotland's sun smiled on Buckner. A small boat took him to the far side of the river where he began his 1½-mile swim. An hour and a half later, Buckner walked onto the shore to the cheers of local people.

Although Buckner is not the first to swim the river Tay, he did need special permission from the local authorities. Members of a local swimming club who had told him of the orphanage's plight helped him get permission and make other arrangements.

Buckner had met members of the club, the Amphibians, during a tour at U.S. Naval Security Group Activity, Edzell, Scotland, from 1977-81. He is currently stationed at Naval Security Group Headquarters, Washington, D.C., and re-



**Never Too Late.** William R. Goldman, a boatswain's mate first class during the Vietnam War, receives the Bronze Star Medal with Combat "V" for his actions while in command of River Patrol Boat (PBR 153) 15 years ago. Severely wounded in an attack during operations on the Mekong River, Goldman returned fire at the enemy and navigated his boat and crew to friendly territory. Goldman retired from the Navy as a result of injuries suffered in the incident. Rep. Patricia Schroeder of Colorado presents the award in ceremonies at Naval Reserve Center Denver, Colo. By SH2 Robert D. Sprague, OI Det 1118.

turns to Dundee each year on leave to visit his friends.

— By JO2 Sharon A. Mox  
U.S. Naval Security Group Activity, Edzell,  
Scotland



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Attn: Navy Hotline, Bldg. 200  
Washington Navy Yard  
Washington, D.C. 20374



# Bearings

## Energy Conservation Comes to NAS Brunswick

In this era of energy shortages and skyrocketing fuel prices, Americans are saving money and energy in many ways.

The Navy is also involved in energy-saving efforts. Ships, aircraft and shore installations have energy conservation programs designed to save money and costly fuel.

One of the Navy's leaders in energy conservation is the Naval Air Station in Brunswick, Maine. As one of the few installations which experiences subzero temperatures during the winter months, the Brunswick facility can expect large fuel bills each year.

However, NAS took action to reduce its monthly fuel bills by replacing old, inefficient buildings with energy-efficient buildings. One building houses the personnel support detachment, the other is the child-care center.

"We have earthen berming (a shelf of soil that rises about halfway up the walls) around most of the PSD building," said Bill Hitchcock of the public works department. "It evens out the temperature



in the walls, keeping the building warmer in the winter and cooler in the summer.

"We also have fiberglass insulation throughout the building. Overhangs over the windows on the south side of the building provide shade from the sun in the summer and ultimately make the building cooler."

"The steam heating system is fine-tuned to a good working temperature year-round,

and there are no drafts—this place is airtight," said Lieutenant Jane Boyer, officer in charge at PSD. "We have double windows, with one inch of space between them on the south side of the building. This adds insulation and cuts down heat loss through the windows by 50 percent."

While the inside of the building gives a modern architectural impression, the outside, with gray coloring and earthen berms, blends into its surroundings. One gets the feeling the building is half-buried in the ground.

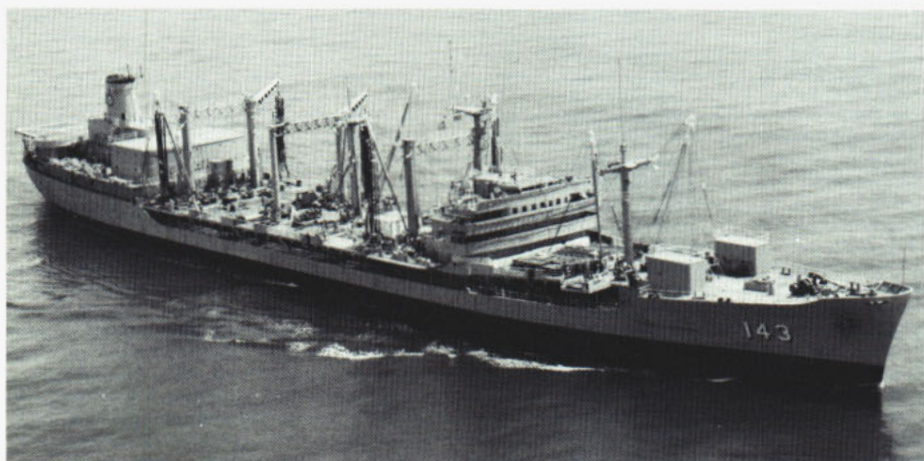
But it is the building's subtle energy-saving features which attract the most attention, such as adjustable lights plus a minimum amount of glass through which precious heat or cool air can escape.

A skylight adds additional daylight. The roof is pitched along the south side, and plans call for installation of solar collectors.

The new child-care center incorporates all the features of the PSD building. The two buildings are expected to save the Navy \$10,400 annually.

NAS Brunswick has not stopped looking for ways to conserve energy. A wood chip burner will take the place of two oil burners now providing the base with heat. The new wood chip burner, scheduled for completion by January 1985, should save the Navy a whopping \$1 million yearly.

—By JO2 James P. Woodworth, NavInfo, Boston



**MSC's USNS *Neosho* (T-AO 143) supplies the Navy in Grenada.** Military Sealift Command Atlantic holds the responsibility for ensuring that Navy warships have all the materials needed to accomplish their mission. It's a huge job, but in less than one month, *Neosho* provided U.S. Navy ships with 36 underway replenishments—including six vertical—while off the coast of Grenada. On station for such a long time, *Neosho*, itself, had to be replenished by commercial tankers. When it wasn't Un-Repping—which was rare—*Neosho* stood picket duty in Grenada waters, charting and reporting all contacts.





# A Different Kind Of Casualty

Story by JO1 Jim Rostohar and SN Marc Brodie,  
USS Seattle (AOE 3). Photos by JO1 Rostohar

*It's 1:28 a.m. You're the port lookout in heavy weather, and you spot a contact off your port quarter, closing rapidly. While scrambling to get a better position to view the oncoming object, your eyeglasses slip and fall over the side. With your vision impaired, you are no longer a useful member of the watch team. You are now a casualty.*

Today's modern military organization experiences various types of casualties. Some of the most overlooked are the people who lack proper eye wear. Serving these casualties is a full-time job that is being met by the Naval Ophthalmic Support and Training Activity at Yorktown, Va.

More than 1,500 pairs of prescription lenses are produced at the activity each day in a factory-like environment. While most lenses are fitted as common eyeglasses, others are set into diving masks or gas masks.

In addition to producing a prolific number of lenses, facility personnel train dozens of Navy people in the fabrication of eye wear during six-month "C" school training programs. A student who successfully completes the intensive course earns certification as an optician technician.

Today, the eye wear facility can boast it uses the finest materials and state-of-the-art equipment in the production of the Navy's lenses. Not forgotten, however, is the facility's humble origins.

In 1945, shortly after the rapid demobilization that followed World War II, the services found an acute shortage of people trained in the production of eyeglasses. An optical school was formed in Brooklyn, N.Y., and was taken over by the Navy.

In 1945, it was combined with its ophthalmic laboratories at the Naval Medical Supply Depot, also in Brooklyn, and the Naval Supply Center in Oakland, Calif. Additionally, four eyeglass production facilities were commissioned within the United States and eight were established overseas.

Later, the optical school was relocated to the Navy Medical School in Bethesda, Md., and redesignated as the Optometric Fabrication School. The Brooklyn laboratory was moved to the Naval Supply Center in Edgewater, N.J., in 1950 and then to the Naval Supply Center in Williamsburg, Va., in 1954.

During the next decade, expansion of the eye wear services offered to the fleet—coupled with new specialty prescription eye wear programs—significantly increased demands on the Navy's ophthalmic

community and required several additions to the laboratory at Williamsburg. Because of its change in mission, the laboratory was redesignated as the Naval Ophthalmic Support Activity in July 1964.

The facility made two more moves before it reached its location in Yorktown, Va., in 1973. It currently includes a laboratory, administrative offices, an environmentally controlled warehouse and academic spaces.

Today, the Yorktown facility employs 124 Navy enlisted people, three Navy officers and 30 civilians. The facility provides single as well as multivision eye wear to 50 percent of all active duty people and reservists worldwide. Eye wear is also made for retired military, authorized civilians and diplomats. A pilot program of fabricating eye wear for the Veterans Administration is currently under way.





# Mail Buoy

## Fulton Was There First

Concerning the article "It's Getting Better All The Time" in the August 1983 issue, I think you were incorrect in stating that USS *Howard W. Gilmore* (AS 16) was the first submarine tender deployed to La Maddalena, Sardinia.

I reported aboard USS *Fulton* (AS 11) while she was moored pier side at Santo Stefano. At that time, the only facility the Navy had there was a two-story building at the foot of the pier. A shore patrol office was located at the boat landing on La Maddalena. We departed on Thanksgiving Day 1972. *Howard W. Gilmore* arrived there the following March.

Your story brought back fond memories of the friendly people living in La Maddalena. This was the first foreign port of my career, and though there have been many since, I will never forget the warm reception these people showed me. They opened their homes to me and I shall be forever grateful.—HT2 Stephen A. McGoniagle.

• *You're absolutely right. USS Fulton was the trailblazer, so to speak, in La Maddalena. On July 17, 1972, Fulton was under way from New London, headed for Santo Stefano to help prepare an advanced refit site. Records verify that Fulton left Santo Stefano on Nov. 24, 1972, for Rota, Spain.*—ED.

## And So Were The Hands

I was very happy to see the article on La Maddalena in the August 1983 issue. We left in early '79 when *Gilmore* was still there. We have many good friends there, and we have kept in touch. The holidays bring many fond memories, and we still send Christmas gifts to each other. We've been trying to go back since we left and hope we'll get back to our second home and families soon.

Thank you so very much for that article.—Mrs. Richard W. Hands

• *And thank you for writing.*—ED.

## Chief of the Boat

You are complimented on the exceptionally

fine article in the October issue on "Chief of the Boat". . . .

The COB is the unique driving force of our submarines. Recognition of the COB's talents and capabilities was treated in a most professional manner. There really aren't any other naval billets as gratifying as those of the COB. But he must be different . . . head and shoulders above the norm—a dynamic and diplomatic individual who becomes a cohesive factor in the success of any submarine.

My hat is always off to those selected COB. It's never an easy task and their job is never done.

Thanks again for the great article; it'll become a part of our historical collection in the museum files.—Ray W. de Yarmin, Curator, Pacific Submarine Museum, Pearl Harbor.

• *Thanks for your kind words about CWO2 Merle F. Jacobsen's article, "Chief of the Boat." We agree that both the story and COBs are tops.*—ED.

## Reunions

• **USS Skipjack (SSN 585)**—Former crew members interested in a dependents' cruise and party in April 1984, contact Lt. Cmdr. D.E. Rockwell, USS Skipjack (SSN 585), FPO New York 09587; telephone (203) 449-3775.

• **USS Block Island (CVE 21 & 106)**—Reunion for 40th anniversary, May 26–28, 1984, Boston. Contact Weber Rego Torres, 118 E. Morgan St., Fairhaven, Mass. 02719.

• **PBM pilots, aircrewmembers and squadron personnel**—Reunion May 10, 1984, San Diego with ANA's Eighth Annual Symposium May 10–12, 1984. Contact Dick Gingrich, 468 E. Baltimore, Greencastle, Pa. 17225; telephone (717) 597-8250.

• **USS Gold Star (AG 12)**—Reunion May 11–13, 1984. Contact Herbert Huff, 7057 Holiday Road N., Jacksonville, Fla. 32216; telephone (904) 724-3077.

• **VPB 203**—Reunion May 10–13, 1984, Norfolk, Va. Contact Ray Jones, 123 Moonlight Drive, Plano, Texas 75074.

• **USS Lexington (CV 2)**—Reunion May 16–19, 1984, Reno, Nev. Contact L.A. Grissom, 8708 Longwood St., San Diego, Calif. 92126; telephone (714) 271-1454.

• **USS Minneapolis (CA 36)**—Reunion

May 19, 1984, Philadelphia. Contact Chaplain D.K. Theobald, Box 227, Harrison, N.Y. 10528.

• **USS Ticonderoga (CV-CVA-CVS 14)**—Reunion May 3–6, 1984, Chicago. Contact Max J. Slivka, 6933 N. Kedzie Ave. #516, Chicago, Ill. 60645.

• **U.S. Naval Test Pilot School**—Reunion May 5, 1984, Patuxent River, Md. Contact Lt. G.L. Hentz, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670; telephone (301) 863-4107.

• **USS Abercrombie (DE 343)**—Second reunion May 3–5, 1984, Charleston, S.C. Contact A.P. Presnell Jr., 2040 Coker Ave., Charleston, S.C. 29412; telephone (803) 762-0540.

• **USS Bennington (CVA 20)**—Reunion May 25–27, 1984, Fairborn, Ohio. Contact Chaplain Mearle H. Jay, c/o PO Box 14282, Cincinnati, Ohio 45214.

• **SB2C, pilots, aircrewmembers and squadron personnel**—Meeting on May 10, 1984, San Diego, for Association of Naval Aviation Inc. Contact Cmdr. James "Al" Chinn, USNR, Ret. 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 861-8792.

• **USS Trenton (CL 11)**—Reunion May 8–10, 1984, St. Petersburg, Fla. Contact John Mauldin, 533 Rusmore St., Orange Park, Fla. 32073; telephone (904) 264-9783.

• **USS Colombia (CL 56)**—Reunion May 31–June 2, 1984, Columbia, S.C. Contact Harold Martin, 209 S.E. 48th St., Topeka, Kan. 66609; telephone (913) 862-2197.

• **Carrier Escort (CVE)**—Anyone interested in forming a Carrier Escort Sailors Association, write W.W. Irwin Jr., 2134 Hoyt Drive, Baton Rouge, La. 70816.

• **VP/VPB 44 World War II Squadron**—Planning a reunion for anyone who served in the squadron from late 1943 to 1945. Contact Cmdr. Philip R. Wigg, USNR-R, 150 Vine St., Bowling Green, Ohio 43402.

• **USS Ogden (LPD 5)**—Planning a reunion. Contact BMCS Jackson, 1715 Tremaine Way, San Diego, Calif. 92154.

• **USS Stembel (DD 644)**—Planning a reunion for those who served aboard from 1952 to 1956. Contact K.M. Jones, 6115 Brand Road, Dublin, Ohio 43017; telephone (614) 889-2679.

• **USS LST 134**—Former crew members interested in a reunion, contact Nick Leonoudakis, 310 Ferndale Ave., South San Francisco, Calif. 94080.

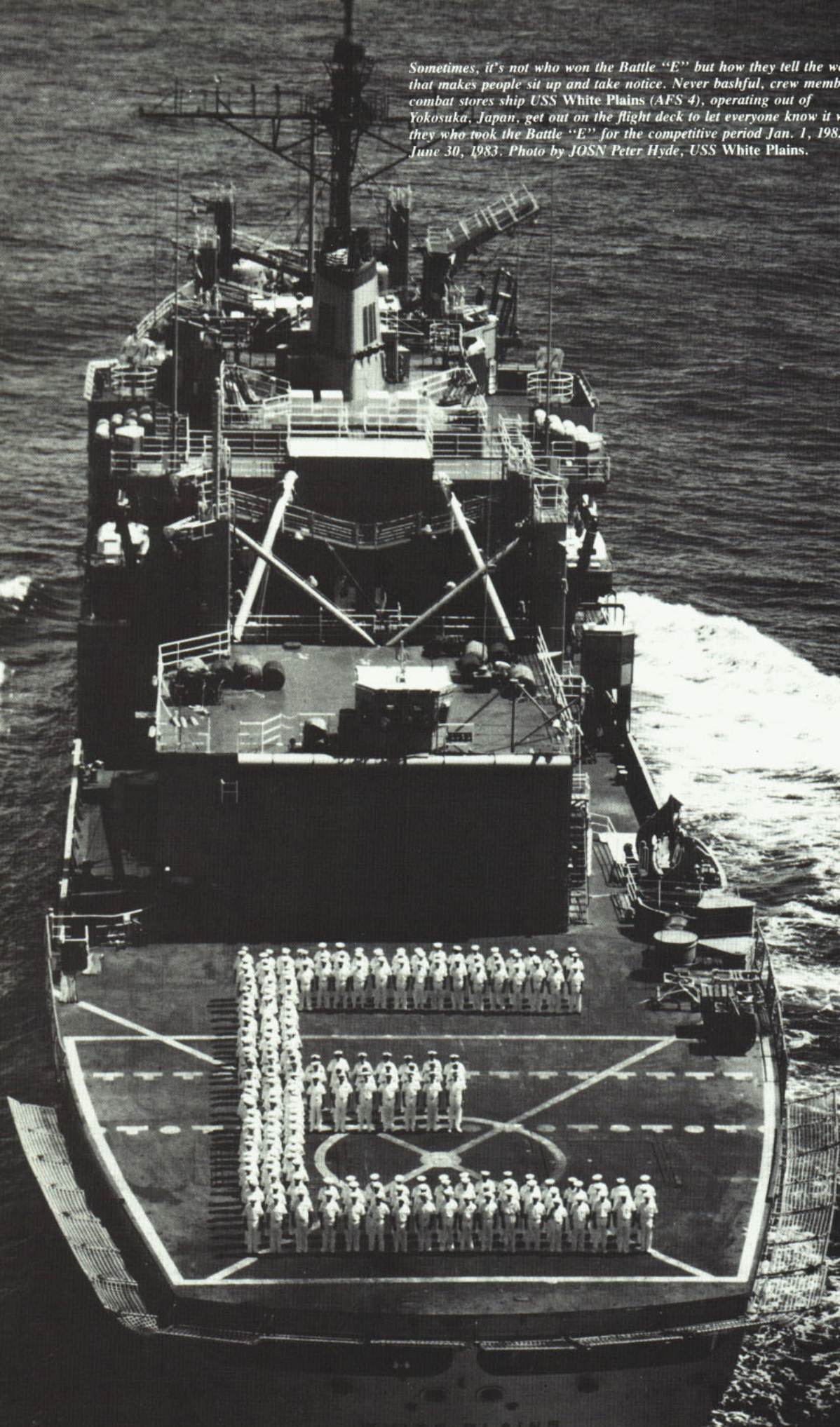
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*Sometimes, it's not who won the Battle "E" but how they tell the world that makes people sit up and take notice. Never bashful, crew members of combat stores ship USS White Plains (AFS 4), operating out of Yokosuka, Japan, get out on the flight deck to let everyone know it was they who took the Battle "E" for the competitive period Jan. 1, 1982 - June 30, 1983. Photo by JNSN Peter Hyde, USS White Plains.*







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